Fayetteville
ARKANSAS

Fayetteville Public Library

CITY PLAN 2030

Fayetteville from Mt. Sequoyah

Botanical Garden of the Ozarks

www.accessfayetteville.org/government/planning/City_Plan_2030

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Lioneld Jordan

City Council
Rhonda Adams
Robert Ferrell
Adella Gray
Mark Kinion
Sarah Lewis
Matthew Petty
Justin Tennant
Brenda Thiel-Boudreaux

Planning Commission
Sarah Bunch
Matthew Cabe
William Chesser
Hugh Earnest
Craig Honchell
Tracy Hoskins
Jeremy Kennedy
Audy Lack
Porter Winston

Adopted Resolution No. 116-11 July 5, 2011

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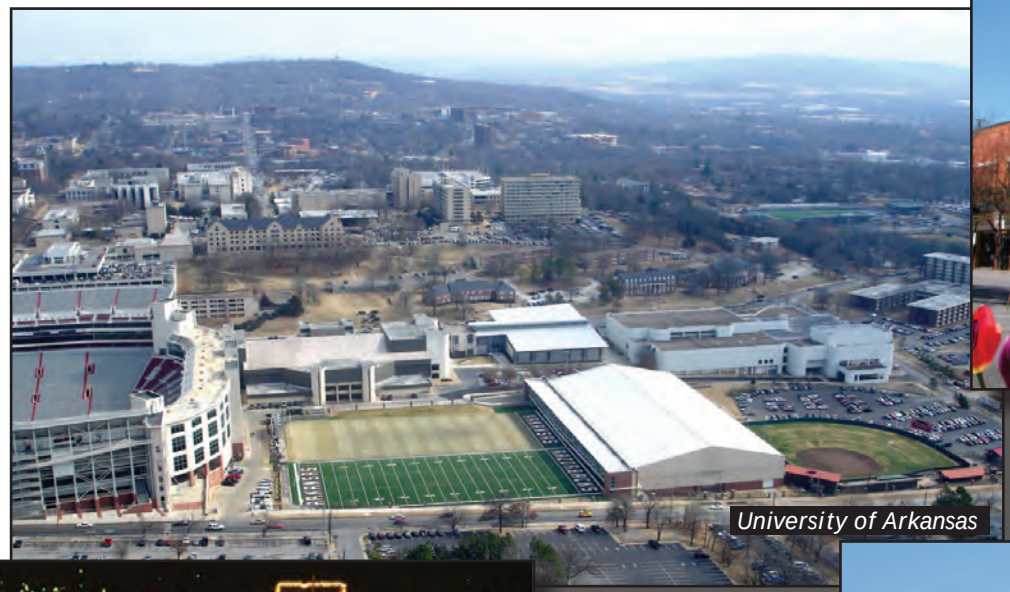
1 INTRODUCTION


University of Arkansas


Fayetteville Square


Fayetteville Square


Arkansas Research and Technology Park

CITY PLAN 2030

City Plan 2030 Goals

Goal 1

We will make appropriate infill and revitalization our highest priorities.

Goal 2

We will discourage suburban sprawl.

Goal 3

We will make traditional town form the standard.

Goal 4

We will grow a livable transportation network.

Goal 5

We will assemble an enduring green network.

Goal 6

We will create opportunities for attainable housing.

CITY PLAN 2030

Message from the Mayor

Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how.

-Ed McMahon, Senior Fellow with the Urban Land Institute

Fayetteville continues to be one of the most desirable places to live in America and has been recognized by national organizations for our economy, striking natural beauty, educational excellence and the quality of our urban planning. This recognition is especially remarkable in a time when nationally and locally we were faced with a recession and shrinking budgets.

The fact that Fayetteville boasts a superb built environment that also protects our natural environment is a testament to the generations of people in our community who have thoughtfully planned for the future of our community. We continue this legacy with City Plan 2030. Hundreds of stakeholders contributed to the development of the principles in City Plan 2025, and hundreds more affirmed those principles during the City Plan 2030 update.

Thank you to the members of the public, our elected officials, and Planning Commissioners for contributing your thoughts and insights to this update. City Plan 2030 takes our community planning to the next level by continuing to develop form-based zoning districts, taking concrete action steps to assemble an enduring green network and implementing context-sensitive street cross-sections that accommodate cars, pedestrians, cyclists and mass transit. I am confident that the implementation of the recommendations in this document will preserve what we treasure about Fayetteville and harness the opportunities that come with growth.

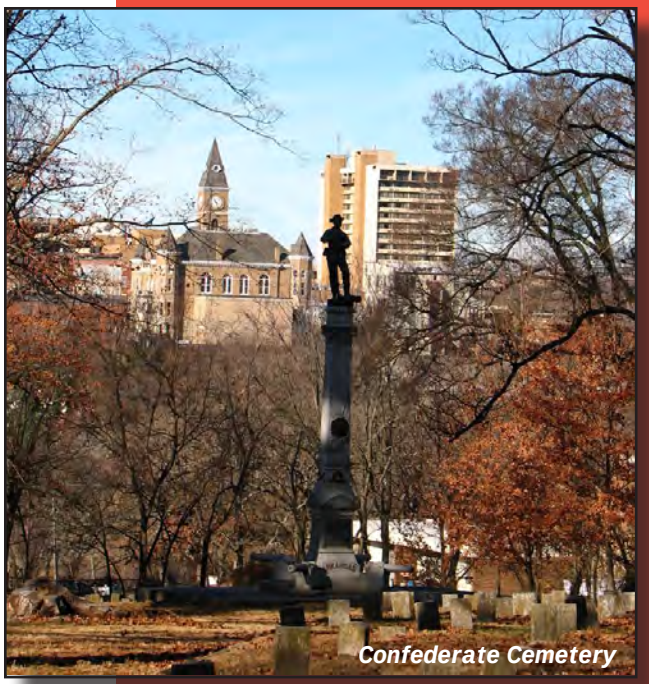
Mayor Lioneld Jordan

Wilson Park Neighborhood

Lights of the Ozarks

"What we need is an overall comprehensive plan system approach that looks at the whole thing proactively. We need a vision for what we want the City to be in 2025... My number one priority is for the Planning Division to become proactive and take that leadership role."

-West Side Fayetteville Resident
Focus Group, 2005



Confederate Cemetery

Nestled in the Ozark Hills of Northwest Arkansas, Fayetteville is a rapidly growing city of 73,580 people. Home to the University of Arkansas, Fayetteville has been cited by Partners for Livable Communities as one of the most livable cities in America due to its job growth, arts scene, vibrant downtown and over 3,129 acres of community parks and lakes.

However, Fayetteville's population has been growing at a rate of more than 2.4 percent annually, over twice as fast as the state as a whole, and is part of the sixth fastest growing MSA in the nation. This rapid growth has led to suburban sprawl in the Planning Area, environmental concerns and increased traffic congestion. City Plan 2030 is envisioned to give staff and elected and appointed officials a Comprehensive Plan that outlines criteria for effective decision-making based on a widespread public participation process.

The General Plan evolved from the efforts of the citizens, City Staff, the Planning Commission, and the City Council over the past 40 years. In 1970, the first General Plan was adopted. This plan was not updated again until 1993 when the City adopted the General Plan 2010, which was then revised in 1995 and 2001.

In the summer of 2004, the City Council held a strategic planning retreat and formulated a Strategic Plan 2004-2009. Developing a Fayetteville Vision 2020 was at the heart of this process. This Vision is what the community via their representatives wanted Fayetteville to be in 2020 as defined by value-based principles that guide policies, plans, and decisions.

CITY PLAN 2030

City Plan 2025 was one of the priorities identified by the City Council. City Plan 2025 provided an analysis of current circumstances and policy frameworks in a similar format to the General Plan 2020. However, City Plan 2025 also included the results of a widespread public participation process and an economic analysis.

City Plan 2030 further refines the goals and objectives outlined in City Plan 2025 and establishes action steps that will forward the document's principles.

Public participation resulted in the creation of several maps that identify future land uses and areas targeted for greenfield development as well as infill. Arkansas Code Annotated §14-56-412 states that the Planning Commission's powers and duties include, but are not limited to, the development of a land use plan, master street plan and community facilities plan. Further, A.C.A. §14-56-413 states that a land use plan may include:

- The reservation of open spaces;
- The preservation of natural and historic features, sites and monuments;
- The existing uses to be retained without change;
- The existing uses proposed for change;
- The areas proposed for new development; and
- The areas proposed for redevelopment, rehabilitation, renewal and similar programs.

The land use maps and policies recommended in City Plan 2030 seek to balance growth within a livable, sustainable community, providing a comprehensive approach to planned and managed growth.


Fayetteville Farmer's Market


Historic Train Depot

"I think the chances are really great that we will see higher density come. I don't think we can stand here and say, 'Okay, our plan is that we wish that wouldn't happen.' I think it would be more beneficial to say, 'That's going to happen--to some extent. How can we maintain the quality in the midst of a boom?' That's the real challenge."

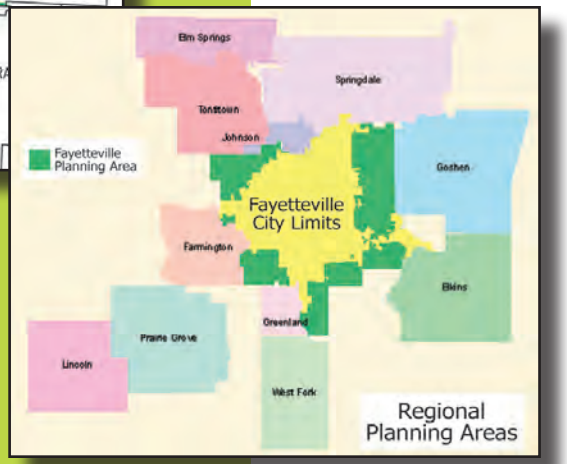
-South Fayetteville Resident
Focus Group, 2005

COMMUNITY CONTEXT 2


St. Paul's Episcopal Church


Fayetteville Adult Education


Wilson Park Castle



CITY PLAN 2030

2.1 Location

Fayetteville, the third most populated city in the state, is an attractive and prospering city of 73,580 people *(Source: US Census 2010)*. Located in Northwest Arkansas, the city is the economic, political and cultural center of a diverse and growing region. The region, consisting of Washington and Benton counties, contains 424,404 people representing over 14.5 percent of the state's population.

Fayetteville presently occupies 55.4 square miles on the western edge of the Boston Mountains, an elevated feature of the greater Ozark Plateau extending further west and north. This modest mountainous terrain shapes the more linear north-south development pattern and intense concentration of land uses along the valley floor occupied by Fayetteville and Interstate 540.

The nearby White River provided water for early settlers, which guided growth along the western side of the White River drainage basin prior to 1970. The location of I-540 to the west and north of the city extended more recent growth into the Illinois River drainage basin. The completion of Interstate 540 and Highway 412 provides even greater attraction of growth to the west.

As the largest city in Northwest Arkansas, Fayetteville serves as the gateway to the Ozark Mountains. The growing tourism industry is one of the factors associated with the region's rapid economic development.

2.2 Planning Area

In August 2001, the Northwest Arkansas Regional Planning Commission coordinated with the cities of Fayetteville, Greenland, Johnson and Farmington to revise the Planning Area boundaries for each jurisdiction.

The Planning Area is comprised of the city corporate limits and a portion of the extraterritorial jurisdiction, which extends up to 2.5 miles from the corporate limits. The total planning area is approximately 89 square miles, 55 square miles in the Fayetteville city limits and 34 square miles in the Planning
Area outside the city limits. The City of Fayetteville's expansion within the Planning Area is restricted by the immediate proximity of the cities of Springdale and Johnson to the north, Farmington and Greenland to the south.

Fayetteville, Early 1900s
Source: A Shared History: Fayetteville, Arkansas and the University of Arkansas,
University of Arkansas Libraries

The role the City plays in administering and serving these two areas varies. Within the corporate limits, the City may exercise a full range of development controls and administrative functions. Within the extraterritorial jurisdiction, the City exercises joint subdivision authority with Washington County.

2.3 Fayetteville Growth Transitions

Since its establishment in the early 1800's, Fayetteville has experienced four distinguishable transitions in growth and development, each centering on major economic change. A fifth transition is emerging as a result of the more diverse economic expansion of the region.

EARLY SETTLERS. The original community of Washington, as Fayetteville was first called, was established in 1828. The name was changed a year later due to confusion with a city named Washington in southern Arkansas. Early settlers were involved in the relocation of the Cherokee Nation to the southwest. Fayetteville, being near the terminal point of the journey, became the new home for the escort party.

The McGarrah family was among Fayetteville's first settlers and laid claim to a large tract of land at the corner of Spring and Willow Streets. McGarrah's property included the southern part of what is now designated as the Washington-Willow Historic District, north to Maple Street.

In 1834, Congress authorized Washington County to sell 160 acres to underwrite the building of a proper courthouse. This 160 acres became know as the original town of Fayetteville. The city grew over the next three and half decades, and in 1870, approximately 1,200 acres were incorporated as the City of Fayetteville.

Although the early settlement period appeared to be blessed with prosperity, the community suffered through a particularly disastrous Civil War experience. Much of the original Fayetteville community was destroyed by fire during the Battle of Fayetteville on April 18, 1863.

RECONSTRUCTION PERIOD. Following the Civil War, in 1869, the McGarrah farm was bought by the Mason family, subdivided and the lots sold, referred to as the Masonic Addition. In the 1870's several homes were constructed on the large lots of the subdivision. Portions of the land were subdivided again and built on in the 1880's and thereafter.

The Masonic Addition represented Fayetteville's first reconstruction period following

Fayetteville, Early 1900s
Source: *A Shared History: Fayetteville, Arkansas and the University of Arkansas*,
University of Arkansas Libraries

the Civil War. The initial filling in of antebellum homes began in this addition and was significant because of the many students, lawyers, administrators and faculty of the University who would make their homes here. In 1871, Fayetteville was chosen as the site of the land-grant Arkansas Industrial University. A north-south railroad was constructed through town in 1882, confirming the growth of Fayetteville's initial phase.

In the 1890's, Fayetteville established itself as a banking and distribution center and, ultimately, the hub of prosperous tourist, lumber and fruit-processing industries. It was during this period of prosperous growth that two of Fayetteville's current Historic Districts, Mt. Nord and Washington-Willow, became the area of more prestigious residences.

These districts attracted bankers, lawyers, lumber merchants, furniture manufacturers, university professors, railroad men and wholesale grocers. The homes were large and many had servants. At the turn of the century, many households rented rooms to tourists and university students.

Beginning in the 1890's, many of the large lots were again subdivided and the process of infill with smaller homes and student housing initiated.

POST-WAR INDUSTRIAL EXPANSION. Fayetteville's third transition in growth and development followed the Second World War. Approximately 60 percent of Fayetteville's residential stock was built following the depression years, with most of it coming after World War II. This was encourged by the fact that the federal government began insuring mortgages on new homes and that building materials were plentiful and inexpensive. Also, at this time, there were few code regulations guiding the growth and development of the city. Rapid growth during this period resulted in greater demands for housing, community services, space for University of Arkansas expansion and space for parking. During this same period (1945-1958), Fayetteville experienced a rapid growth in commercial uses. New business enterprises were forced to locate along existing traffic arteries due to the lack of available space in the central business district. Some chose to locate on vacant lots between residential areas. Although these businesses were able to purchase land at more reasonable rates and to occupy larger sites, their proximity to downtown and related business enterprises was markedly diminished.

Fayetteville's first industries continued to expand during this period. It was during this phase of growth that a shift from railroad service to truck service was realized. Wholesalers, bakeries, hatcheries, repair services and other traditional commercial enterprises, once located along the railroad but needing space and access to truck routes, were forced to scatter to larger sites.

CITY PLAN 2030

Fayetteville, Early 1900s
Source: A Shared History: Fayetteville, Arkansas and the University of Arkansas,
University of Arkansas Libraries

The transition in industry from non-durable goods to durable goods resulted in a similar need for larger sites and highway frontage versus railroad siding. Thus, industries began scattering throughout the southwest quarter of the city.

UNIVERSITY EXPANSION. The fourth major transition in growth and expansion of Fayetteville occurred between 1960 and 1970 and paralleled the expansion experienced by the University of Arkansas. From 1960 to 1965, the University doubled in enrollment, creating an unanticipated demand for dormitories, apartments and small houses near the campus. The initial market reaction to this demand resulted in numerous conversions of older homes and garages near campus into boarding houses and apartments.

When the large-scale multi-family housing boom occurred, most were built within existing residential areas that were near the University. The growth that accompanied the University's expansion created an even greater demand for commercial services. New commercial establishments, in response to the increased demand, began locating outside the traditional center. Due to the sloping topography on either side, new establishments located in narrow bands along existing major streets, creating the first commercial strip.

NEW ERA. Between 1970 and 1990, Fayetteville grew at a fairly steady rate of 1.6 to 1.9 percent per year. Between 1990 and 2000, Fayetteville grew at an annual compound rate of 3.2 percent, and between 2000 and 2010 at a rate of 2.4%. Residential, commercial and industrial uses have all experienced significant increases. Subdivision and large-scale development activity indicate that the area is entering a new era of growth, one based on expansion of the region as a whole. Meanwhile, the University of Arkansas, who in 2010 experienced its largest numerical enrollment increase since 1946, continues to have a major impact on attracting residents, students and professionals to the city. The effect on the local economy derived from the University's presence has a supporting and stabilizing effect on the community-at-large. The University has also attracted specialized community activities that enable Fayetteville to remain the cultural center of the region. The most notable of these is the Walton Arts Center, which has given new emphasis to the link between the University and downtown and between the region and downtown in general.

Recently, Fayetteville has experienced a more active role on both the public and private level in revitalizing and preserving the character of its past. This effort brings the current development phase full circle as planning for the future builds upon the community's rich heritage. Both new and old play a vital role in the community's success.

CITY PLAN 2030

2.4 Regional Growth Transitions

WalMart Corporate Headquarters


Tyson Foods Corporate Headquarters

Historically, the smaller communities within Washington County and Northwest Arkansas have served as semi-autonomous incorporations, providing the basic needs of the mostly residential occupants. Fayetteville, with 37 percent of the County's population, plus the location of the University of Arkansas, served as the governmental, economic, and cultural center of the area.

FAYETTEVILLE-SPRINGDALE TRANSITION. The traditional relationship of urban center and surrounding smaller communities began a transition that became somewhat noticeable by 1970 and dramatically evident by 1980. It was first marked by the emergence of Springdale as a major employment center with 3,700 new jobs added between 1970 and 1980, compared to 4,600 for the much larger Fayetteville. The figures suggested the emergence of a twin-cities economy between Fayetteville and Springdale.

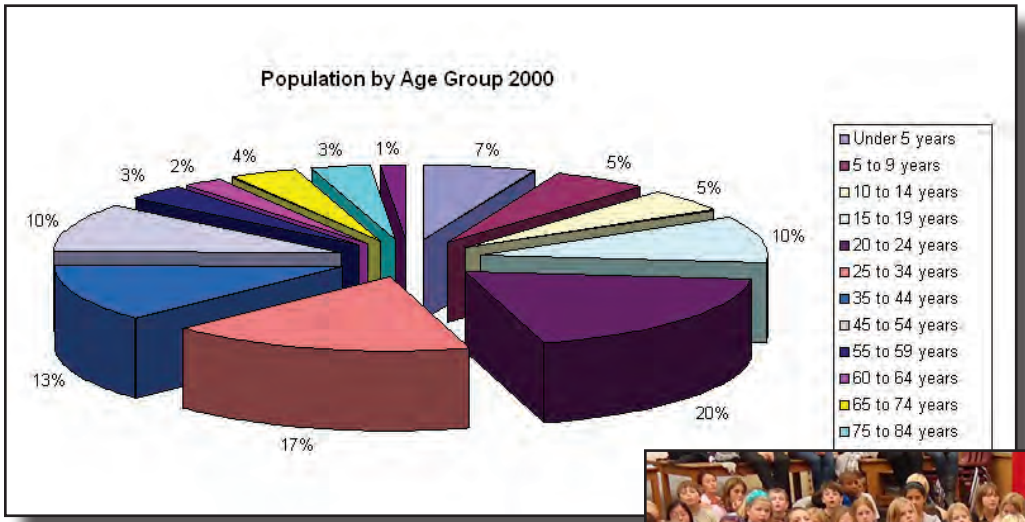
Population during the same period showed a similar pattern: Springdale, with an increase of 5,994, rose from 18 to 23 percent of the County total, while Fayetteville's increase of 5,430 dropped it from 36 to 35 percent of the total. The U.S. Bureau of the Census recognized this new status when it identified the two cities as the Fayetteville-Springdale Metropolitan Statistical Area (MSA) in 1980.

NORTHWEST ARKANSAS REGION TRANSITION. The second metamorphosis of the area started in the 1990's with the regionalization of Northwest Arkansas, consisting predominantly of Washington and Benton counties. The entire region is becoming a more diversified and integrated economic unit through the expansion of tourism, Wal-Mart and related services, and the Northwest Arkansas Regional Airport. Between 1990 and 2000, Washington County's population increased by 44,306, or 39.1 percent and Benton County's increased by 55,907, or 57.3 percent. In 1990, the U.S. Bureau of the Census once again recognized the significant growth in Fayetteville and surrounding areas by changing the metropolitan statistical area name to Fayetteville-Springdale-Rogers MSA. The 2010 Census shows that Benton County is now the more populous county with 221,339 people compared to 203,065 people in Washington county.

This newly gained regional status means that all of the cities of the region are now both competitors and partners in attracting significant economic growth. Having achieved the threshold level of a major economic center due to their joint size and resources, each are now catalysts for one another's development. Whereas larger industries may have previously looked at labor force and other production resources of individual cities as limited, the now combined resources are attracting national attention.

CITY PLAN 2030

3 DEMOGRAPHICS

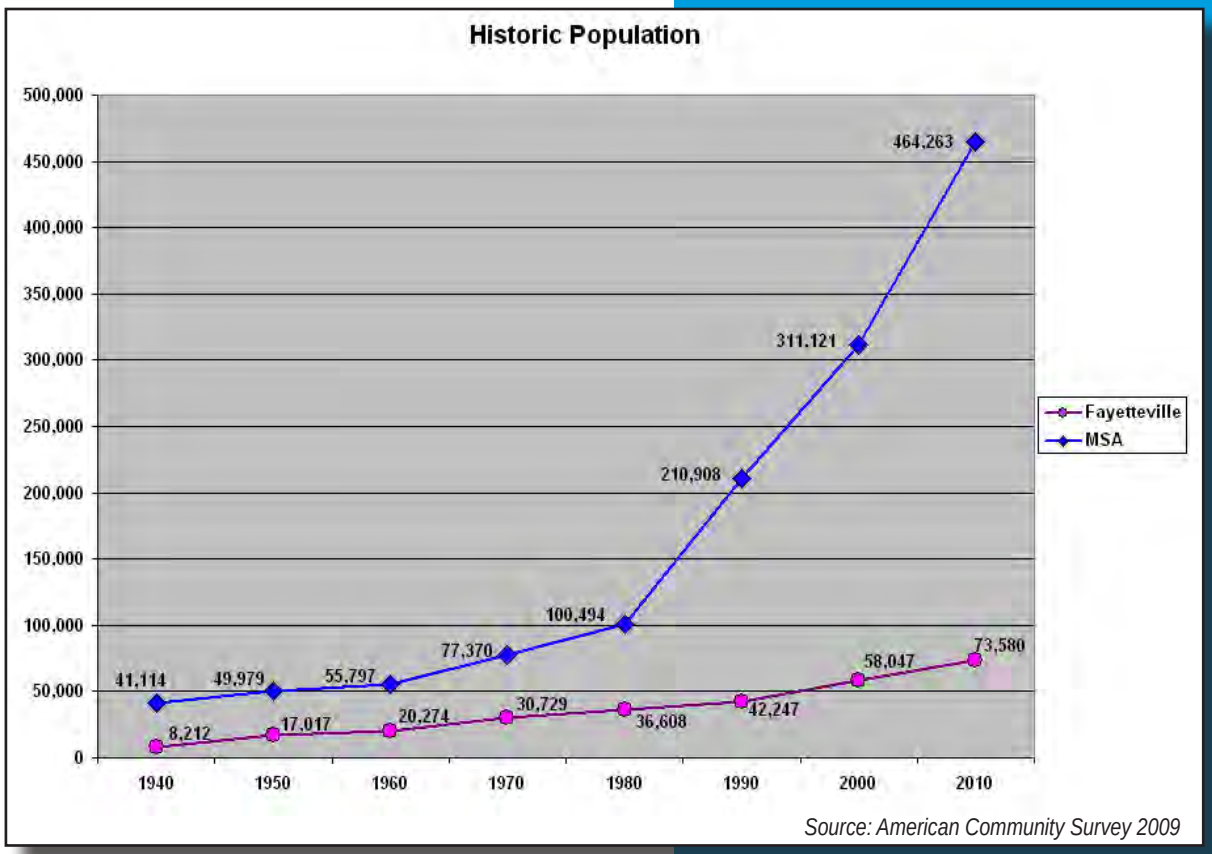


Vandergriff Elementary

3.1 Population Trends

HISTORIC TREND. Viewed on a decennial basis, Fayetteville's 70-year population growth has been sporadic, affected in part by major annexations in the 1960s and significant growth in Northwest Arkansas between 1980 and 2000. As Table 3.1 shows, the greatest period of growth was recorded between 1940 and 1950 with a percent increase of 107 percent. Between 1950 and 1960, the growth rate declined to 19.1 percent. Between 1960 and 1970, the growth rate experienced another surge at 51.6 percent. Between 1970 and 1990, the growth rate remained relatively steady, varying between 15 percent and 19 percent.

CURRENT POPULATION. The 2010 Census found that Fayetteville's population is 73,580, an increase of approximately 27 percent from 2000. Approximately 28 percent of the 2010 population can be attributed to the presence of the University of Arkansas, which had a 2010 fall enrollment of over 21,000 students.



Source: American Community Survey 2009

This continued increase reflects the growth in Northwest Arkansas, which experienced an increase of 49 percent in the same time period. Both of the increases are considerably higher than the increase in population for Arkansas. Due to growth in surrounding areas, Fayetteville's share of the region's population has dropped from 39 percent in 1970 to 16 percent in 2010, but has grown from 1.6 percent of the state's population in 1970 to 2.5 percent in 2010.

3.2 Gender

The American Community Survey shows a fairly even split between men and women in Fayetteville, the MSA and Arkansas, with little difference in the gender breakdown between 2000 and 2009.

TABLE 3.1
GENDER
Fayetteville, NW Arkansas, Arkansas (2000 & 2009)

Gender	Fayetteville		MSA		Arkansas	
	Population	Percent	Population	Percent	Population	Percent
	2009		2009		2009	
Male	36,415	50	220,276	50	1,388,745	49
Female	36,413	50	221,376	50	1,449,398	51
	2000		2000		2000	
Male	29,458	50.7	154,697	49.7	1,304693	48.8
Female	28,589	49.3	156,424	50.3	1,368,707	51.2

Source: U.S. Census

3.3 Ethnic Origin

FAYETTEVILLE ETHNIC CHARACTERISTICS. Fayetteville experienced little change in the representation of different ethnic groups from 2000, with the exception of an almost two percentage increase in people who identified themselves as Hispanic. Approximately 86 percent of the population identified themselves as White and 6 percent as African-American, which is the second largest ethnic group.

The significant decline in the White population percentage in Fayetteville occurred between 1990 and 2000 when the White population dropped from 93 percent to 86.5 percent of the total. This decline was a result of significant increases in the African-American and Hispanic populations during the same time period. The number of African-Americans almost doubled between 1990 and 2000, and the Hispanic population more than quadrupled between 1990 and 2000.

TABLE 3.2
ETHNIC ORIGIN
Fayetteville (2000 & 2010)

	Population		Percent of Total Population	
Ethnic Origin	2010	2000	2010	2000
White	61,661	50,212	86	86.5
African-American	4,379	2,969	6	5.1
American Indian, Eskimo or Aleut	785	730	1	1.3
Asian or Pacific Islands	2,439	1,574	3	2.7
Other Ethnic Group	2,054	1,158	3	2.0
Two or More	2,262	1,404	3	2.4
Hispanic Origin (of any group)*	4,725	2,821	6.6	4.9

* Hispanics may consist of one or more of the above groups.
Source: U.S. Census

TABLE 3.3
ETHNIC ORIGIN
NW Arkansas and Arkansas (1990 & 2000)

Ethnic Origin	Percent of Total Population			
	MSA		Arkansas	
	2010	2000	2010	2000
White	81.1	89.4	78.5	80.0
African-American	2.0	1.3	15.7	15.7
American Indian, Eskimo or Aleut	1.4	1.4	.8	.7
Asian or Pacific Islands	3.7	1.6	1.5	.9
Other Ethnic Group	8.8	4.2	3.5	1.5
Two or More	2.7	1.9	2	1.3
Hispanic Origin (of any group)*	15.5	8.4	6.5	3.2

* Hispanics may consist of one or more of the above groups.
Source: U.S. Census


Razorback Football Game


Bikes, Blues and BBQ

REGIONAL TRENDS.
While Arkansas diversified in the last 10 years, Northwest Arkansas diversified even more. The White population declined by eight percent, while the African-American population increase by one percent, the Asian American and Pacific Islander population increased by two percent, and the population that self-identified as another ethnic group increased by over four percent. Notably, the Hispanic population increased by over 7 percent, almost doubling in population from 2000. This reflects the findings in a report completed by the Urban Institute and funded by the Winthrop Rockefeller Foundation in 2007 that found a significant increase in the Hispanic population in Arkansas overall and particularly in Northwest Arkansas.

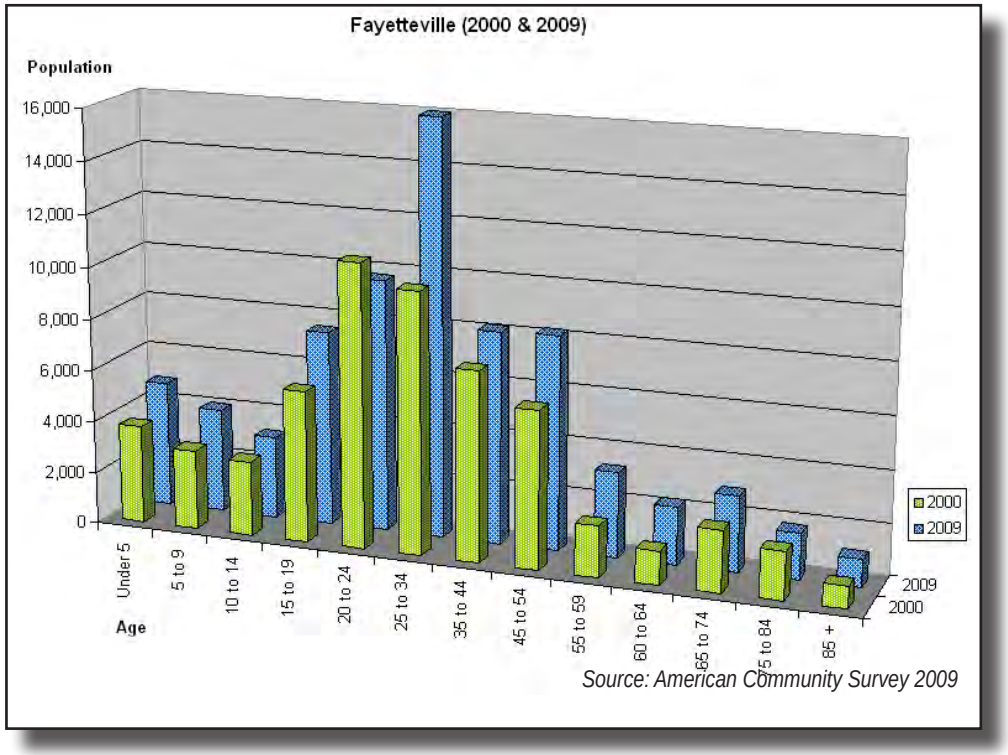
CITY PLAN 2030

3.4 Age

FAYETTEVILLE AGE CHARACTERISTICS. Fayetteville has a relatively young population. The largest percentage of the population, at approximately 35 percent, continues to be between the ages of 20 and 34 years. This percentage is due in large part to the presence of the University of Arkansas and the undergraduate and graduate student population.

Like the nation, Fayetteville is experiencing an increase in the older population. Between 1990 and 2000, persons between the ages of 45 and 54 years increased by 81 percent. This age bracket increased again in 2009 from 6,066 to 8,228, an increase of 26 percent. The graph also shows a significant increase among persons ages 55 to 59. Fayetteville is often recognized by national publications as one of the best places to retire, which may also contribute to the population increases in these age brackets.

CHILDREN. Children represent a relatively small percent of the population. The percentage of children between the ages of 0 and 14 has remained fairly constant between 1990 and 2009. Further, a report generated for the Fayetteville Public School District does not anticipate the number of school-age children increasing significantly over the next 10 years (McKibben Demographic Research, 2010).



Source: American Community Survey 2009

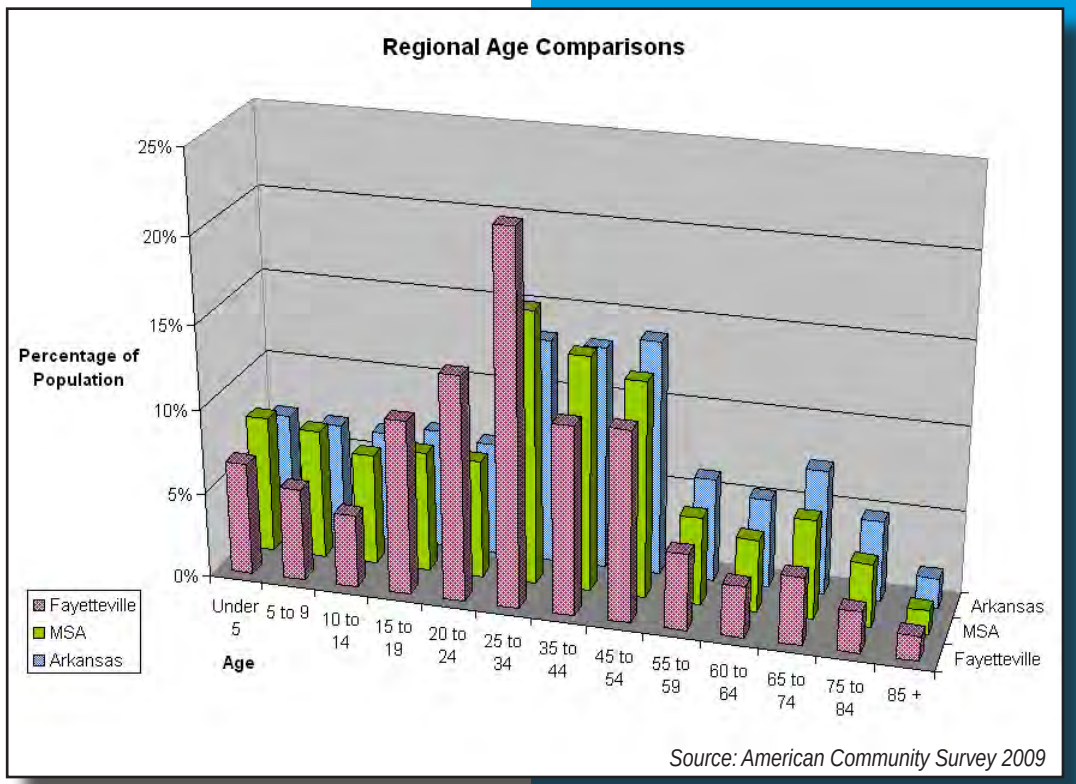

Fayetteville Youth Soccer


U of A Greek Theater

REGIONAL TRENDS. The presence of the University of Arkansas becomes more evident when comparing Fayetteville age data with the larger MSA and Arkansas. The 2009 percent of population for ages 20 to 24 and 25 to 34 is significantly higher than that of the region or the state. Persons age 20 to 34 years represent 13 percent of the population in Fayetteville, 7 percent in the MSA and 7 percent in Arkansas.

Fayetteville's children represent a smaller percent of the population than the region. In Fayetteville, children under age nine represent 13 percent of the population, while those children represent 16 percent of the population in the MSA.

Fayetteville also has a smaller share of persons over age 65 than the state or region. Persons over age 65 represent 7 percent of the population, while those persons represent 11 and 14 percent of the MSA population and Arkansas, respectively.



Source: American Community Survey 2009

MEDIAN AGE. Median age in an indicator of the vitality of a population, representing the "middle," not the average, age of the population. Half of the population is older than the median age and half is younger than the median age. Fayetteville's median age is 28.4, significantly younger than the MSA and Arkansas, which have median ages of 33 and 36.9, respectively.


Gulley Park Concert

3.5 Households

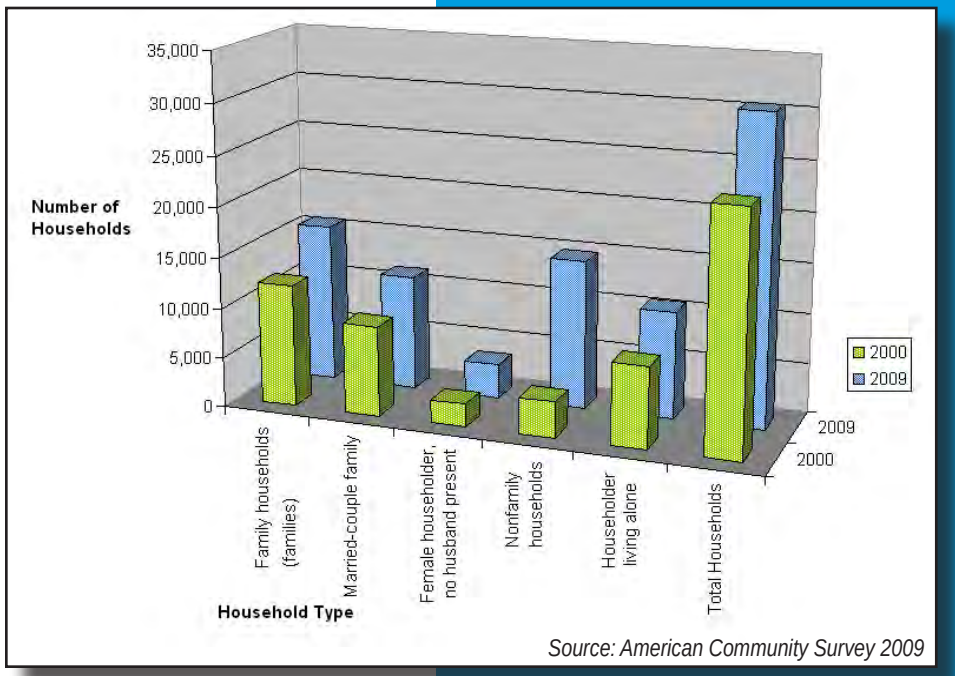
The U.S. Census defines a household as all of the people who occupy a housing unit. Households are categorized as family and non-family. Family households include a householder and one or more people living in the same household who are related to the householder by birth, marriage or adoption. A non-family household is a householder living alone or with non-relatives only.

Household characteristics are diverse in comparison to the rest of the region. As of 2009, Fayetteville had a total of 30,531 households. The number of households has increased approximately 28 percent since 2000, when the number of households was 23,798. Approximately half are family households and half are non-family households. The percent of non-family households has remained fairly constant between 2000 and 2009 at 43 percent. This is inconsistent with the regional and state household numbers, where 70 percent of the households are families and 30 percent are non-families.

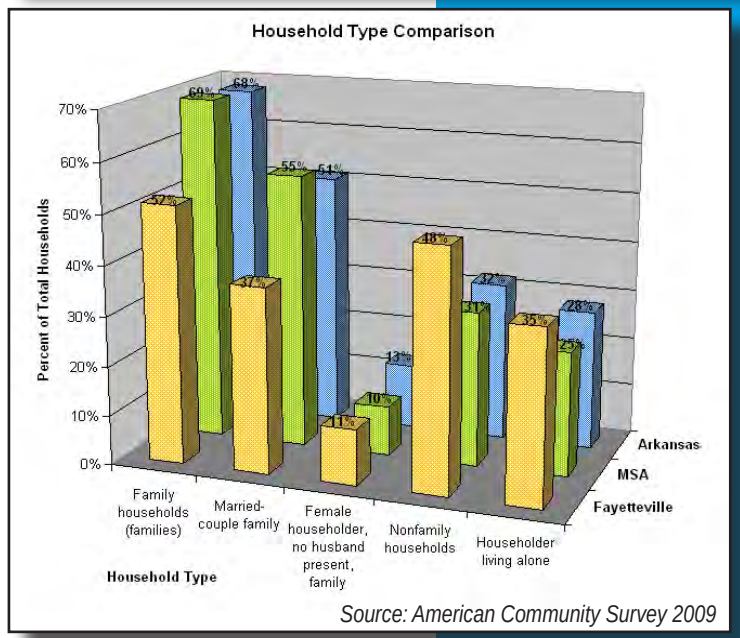
MARRIED COUPLES. Married couples represent the largest share of households, with 37 percent of total households. Almost three-fourths of the family households are married couples. The percent of households that are married couples remained constant between 2000 and 2009. The share of married couples in Fayetteville is considerably lower than the region, where 55 percent of all households are married couple households.

FEMALE-HEADED HOUSEHOLDS. Female-headed households with no husband present comprise 11 percent of all households, a slight increase from 10 percent in 2000. This is slightly higher than the region where female-headed households represent 10 percent of total households, but is less than 13 percent of state households with female headed households.

NON-FAMILY HOUSEHOLDS. The total number of non-family households was 14,758. The number of persons living alone comprise 35 percent of the total households, which is also fairly constant from 2000. Other non-family households also remained fairly constant between 1990 and 2000. The non-family share of households in Fayetteville is 43 percent, significantly higher than the MSA's 31 percent. In the region, persons living alone account for less than one-fourth of the households.



Source: American Community Survey 2009



Source: American Community Survey 2009

TABLE 3.4 HOUSEHOLD AND FAMILY SIZE Fayetteville (2010 & 2000)						
	Fayetteville		MSA		Arkansas	
	2000	2009	2000	2009	2000	2009
Average Household Size	2.21	2.2	n/a	2.69	2.49	2.48
Average Family Size	2.91	2.88	n/a	3.23	2.99	3.02

Source: U.S. Census, Social and Economic Characteristics, Fertility and Household and Family Composition: 1990; Table DP-1. Profiles of General Demographic Characteristics: 2000, 2010

HOUSEHOLD AND FAMILY SIZE. Compared to the region and the state in 2000, Fayetteville has the smallest average household size, 2.2, and smallest average family size, 2.88. Household and family size averages have remained steady since 1990, with only slight shifts for each average.

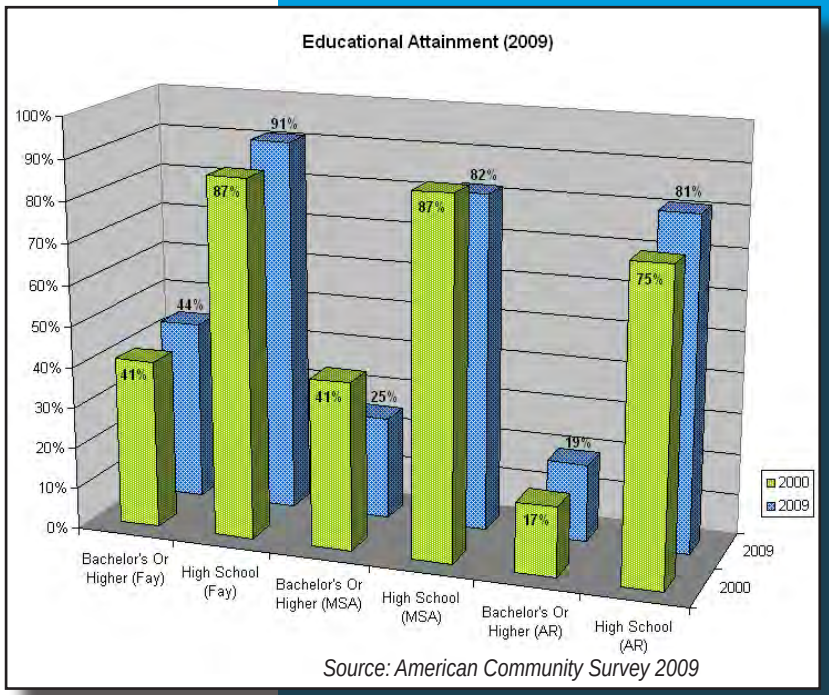
3.6 Educational Attainment

Educational attainment is relatively high in Fayetteville compared to all of Washington County and the State. Of the population in 2009, persons 25 years and over, 91 percent have a high school diploma compared to 82 percent and 81 percent for the MSA and State, respectively. Forty-four percent of the population have a college degree or higher.

In comparison, 25 percent of all persons 25 years and over in the MSA have a bachelor's or higher degree. For the entire State, the same degreed group comprises 19 percent.

3.7 Population Projections

The Northwest Arkansas Regional Planning Commission uses building permit data to develop future population estimates for the City of Fayetteville and it's planning area. The average number of dwelling units permitted between 1980 and 1994 was 575.1 per year. This average was used to project future population to the year 2020. Fayetteville is projected to grow by approximately 37,000 people, for a total population of 110,725 by the year 2030.



Source: American Community Survey 2009

TABLE 3.5 FUTURE POPULATION Fayetteville and Planning Area (1990-2030)			
Year	City of Fayetteville		Including Planning Area (Projected)
	Actual	Projected	
1990	42,247	42,247	50,620
1995	n/a	49,264	59,269
2000	58,047	56,429	67,900
2005	n/a	63,595	77,196
2010	73,580	70,760	87,228
2015	n/a	77,925	96,060
2020	n/a	85,090	104,893
2025	n/a	96,083	
2030	n/a	110,725	

Source: Northwest Arkansas Regional Planning Commission

HOUSING

4

Various Housing types in Fayetteville

TABLE 4.1
HOUSING OCCUPANCY AND TENURE

Occupancy	Housing Units		
	2010	2000	Percent Change
Total Occupied Housing Units	30,531	23,798	28%
Owner-occupied	12,852	10,047	28%
Renter-occupied	17,679	13,751	29%
Total Vacant Housing Units	3,783	1,669	127%
Total Housing Units	34,314	25,467	35%

Source: American Community Survey

4.1 Housing Occupancy And Tenure

OCCUPANCY. Historically consistent, the number of renter-occupied housing units is higher than owner-occupied housing units, reflective of the large student population. According to the 2009 ACS Data, the total number of occupied housing units increased by approximately 28 percent from 2000, adding 6,733 units. Both renter and owner-occupied housing increased by a little less than 30 percent.

VACANCY. While the vacancy rate in Fayetteville was significant by lower than the national average in 2000 at 6.6 percent, in 2009 the vacancy rate is at 11 percent compared to a national vacancy rate of 12 percent. This increase in the vacancy rate can be attributed to overbuilding that occurred between 2005 and 2008.

TABLE 4.2
RESIDENTIAL HOUSING TYPE (FAYETTEVILLE)

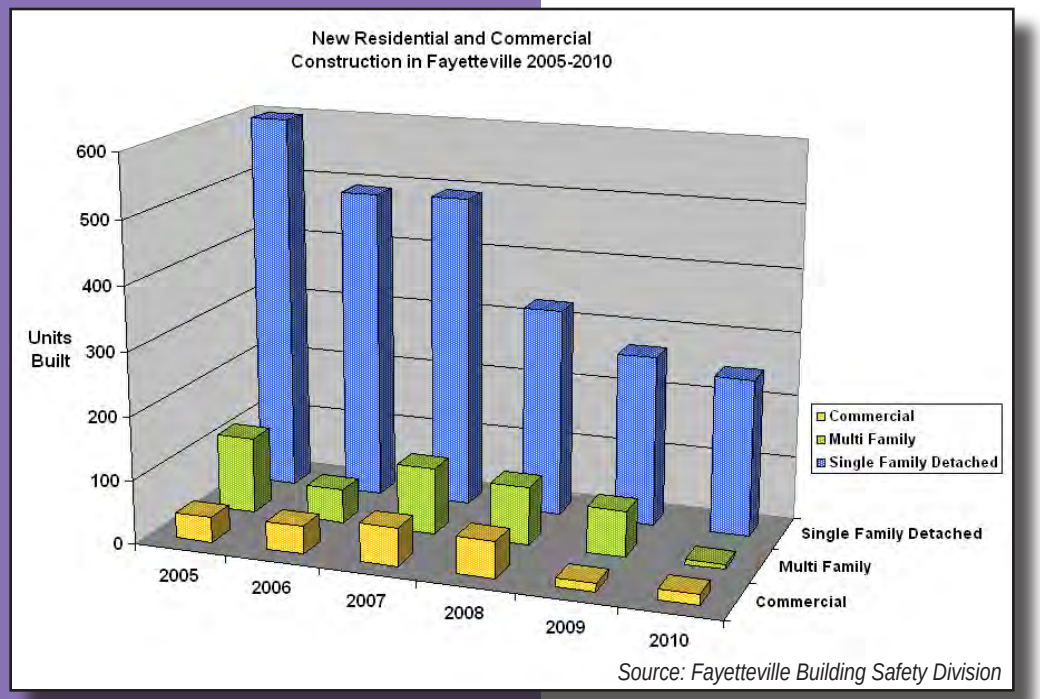
	Number of Units				Percent of Total Units	
	2000	2009	Units Added (01-10)	Percent Change (00-10)	2000	2009
Single Family	13,731	16,815	3,084	22%	52%	50%
Duplex and Multi-Family	12,479	16,678	4,199	34%	48%	50%
Total	26,210	33,493	7,283	28%	100%	100%

Source: American Community Survey

4.2 Housing Types

Table 4.2 provides information on residential housing by type. To calculate the number of units in 2000, annual building permit data between 1990 and 2000 was added to data from the 1990 Census. Duplex and Multifamily are not separated because in 1990 duplexes were included in the category 2 to 4 units, thus combining duplexes with multifamily counts. From 1990 to 2010, the percent of single family housing of total housing continues to decrease by two percent each decade, reflecting a national trend.

UNIVERSITY HOUSING. The University of Arkansas provides on-campus and off-campus student housing facilities. On-campus facilities include fifteen residence halls: one men's; three women's, and eleven coed. The residence halls house 4,675 students and 200 students are living in on-campus apartments, for a total of 4,870 on-campus housing units.



Source: Fayetteville Building Safety Division

4.3 Residential Building Activity

The residential building activity reflects the national housing trend, which shows record single-family units added between 2005 and 2007 and then declining through 2010. Multi-family development shows less fluctuation, although it also shows a precipitous decline in 2010.

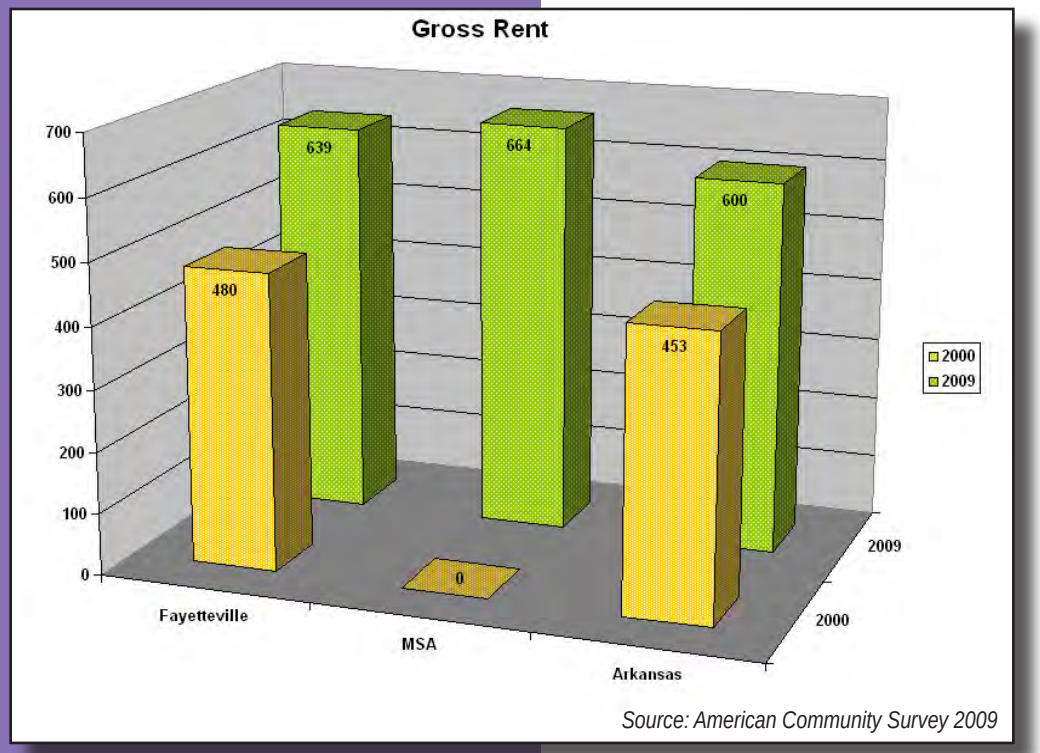
TABLE 4.3
HOUSING: YEAR CONSTRUCTED

Time Period	Units Built	Percent of Total
2005-2009	2,102	6%
2000-2004	4,723	14%
1990-1999	8,984	26%
1980-1989	5,683	17%
1970-1979	4,737	14%
1960-1969	2,838	8%
1950-1959	2,242	7%
1940-1949	1,240	4%
1939 or earlier	1,765	5%
Total	34,314	100%

Source: Northwest Arkansas Regional Planning Commission

4.4 Age of Housing

Almost 90 percent of the existing housing stock was built during the last half of the twentieth century and almost 50 percent was built during the last two decades. The largest number of homes were built between 1990 and 2000 with 8,984 units. Approximately 3,000 units were built prior to 1950 indicating a number of units that could face deterioration without adequate maintenance.



Source: American Community Survey 2009

4.5 Gross Rent

In 2009, the monthly median rent in Fayetteville was $639 compared to $664 for the MSA and $600 for the entire State. The City's median rent increased by approximately 30 percent since 2000 whereas median rent increased 25 percent for the State. In 2009, 7,419, or 44 percent, of the total 16,990 renter-occupied units in Fayetteville had rents in the $500-749 range.

4.6 Housing Concerns

One measure of housing affordability is a comparison of changes in median house value and median household income over time. The percent change in Fayetteville's median house value is greater than the change in median household income, indicating that the values in homes are outpacing increases in household income, which significantly impact the ability of home ownership for many potential home buyers.

TABLE 4.4
HOUSING COST CHANGE

	2009	2000	Difference	Percentage Change
Median House Value	169,700	100,300	69,400	69%
Median household Income	40,655	31,345	9,310	30%

5 EMPLOYMENT AND INCOME


Old Main


Washington Regional Medical Center


Northwest Arkansas Mall

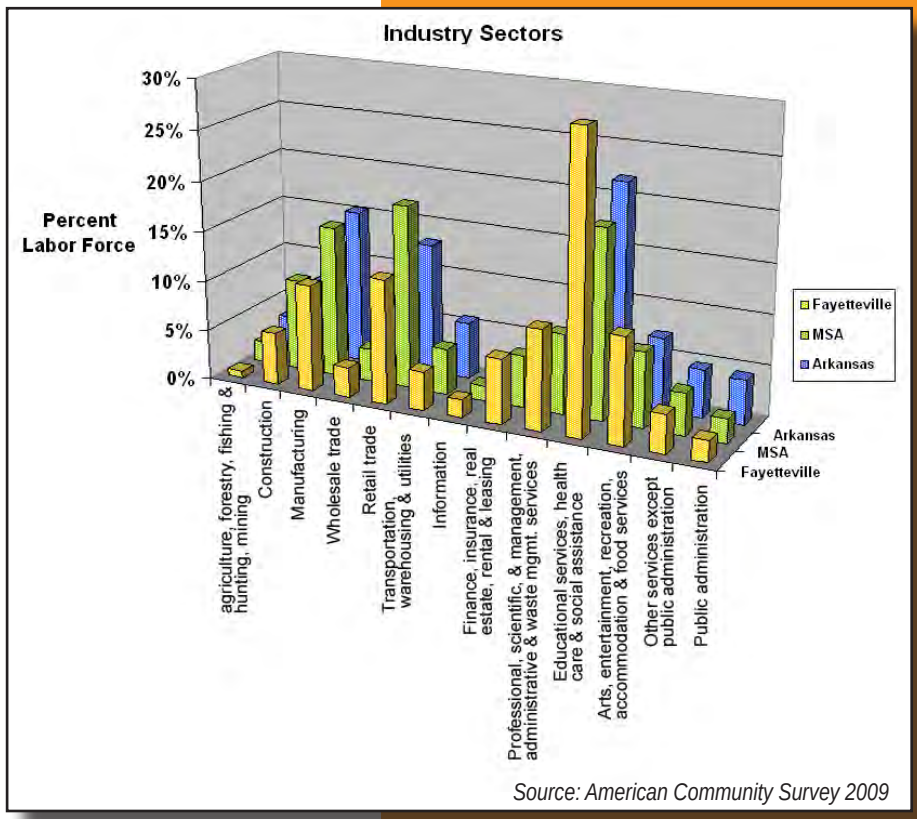
CITY PLAN 2030

5.1 Fayetteville Establishments and Employment

According to ACS data, Fayetteville's largest sector of employment (29%) is the education and health services sector, which employs 11,365 people. This employment is driven primarily by the University of Arkansas and a significant difference exists between Fayetteville and the MSA (19%) and the state (22%). The next group of sectors each employ between 10 percent and 12 percent of the labor market: 1) Professional, scientific, management (10%); 2) Arts, entertainment, recreation, accommodation and food services (11%); 3) Manufacturing (11%); and 4) Retail trade (12%).

5.2 Fayetteville Occupations

In 2009, the total employment in Fayetteville was 38,939. The largest employer continues to be the University of Arkansas, which is followed by Washington Regional, the Northwest Arkansas Mall,WalMart Company, Fayetteville Public Schools and the Veteran's Hospital. Some of Fayetteville's major employers experienced reductions in employees during the past several years, including Tyson foods, Superior Industries and Pinnacle Foods.



Source: American Community Survey 2009

TABLE 5.1
LARGEST EMPLOYERS (Number of Employees)

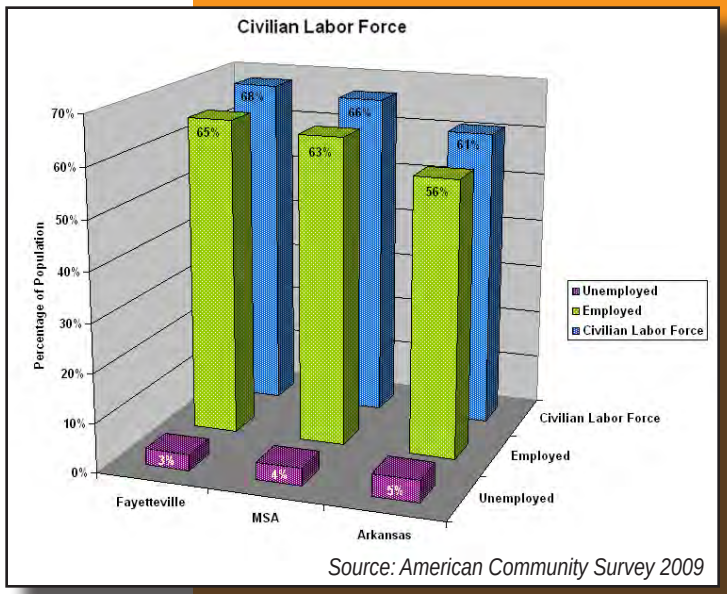
University of Arkansas Faculty & Staff	5,309	City of Fayetteville	754
Washington Regional Medical System	2,100+	Pinnacle Foods	565
Northwest Arkansas Mall	1,700	Tyson - All Divisions	515
WalMart Company	1,600	Arkansas Western Gas	354
Fayetteville Public Schools	1,300	Lowe's Home Centers, Inc.	255
Veteran's Hospital	1,050	Procter & Gamble	252
Superior Industries	782	Dillard's Department Store	148
		TOTAL	16,684

** University of Arkansas at Fayetteville student population 2011: 21,405*

5.3 Civilian Labor Force

The growth of the Fayetteville-Springdale-Rogers MSA is significant when compared to the state and the nation. In 2000, the MSA civilian labor force was 148,175, an increase of 35.9 percent from 1990. Similarly, the labor force in Washington County increased by 29.4 percent and by 41.6 percent in Benton County. These growth rates are much higher than the 9.9 percent growth in Arkansas and 11.9 percent growth for the nation.

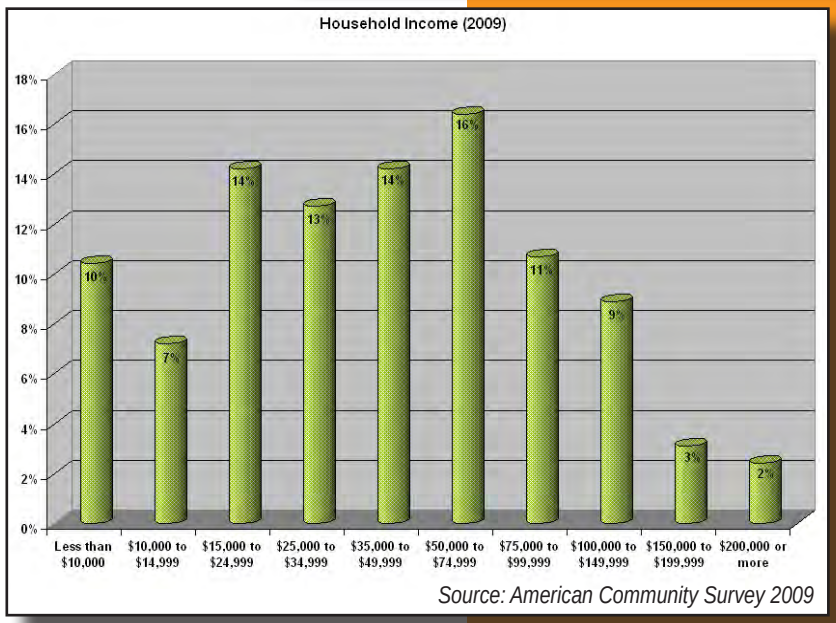
The growth in the civilian labor force in Fayetteville and the MSA continues to outpace Arkansas. From 2000 to 2009, the labor force grew by 20.5% in Fayetteville and 51% in the MSA whereas Arkansas only grew by 8%. While the unemployment rate still remains low compared to the nation, the recent recession has caused the unemployment rate for Fayetteville and the MSA to increase from 2% to 3% and 4%, respectively.



Source: American Community Survey 2009

5.4 Income

Fayetteville's median household income is $40,655, which is greater than the Arkansas median household income of $38,542 but less than the MSA median household income of $45,757. This difference likely stems from the student population associated with the university. Students typically earn less income than the average adult.



Source: American Community Survey 2009

CITY PLAN 2030

LAND USE 6


Lake Wilson


Clear Creek Bridge at Lake Fayetteville


Hillside Residence

CITY PLAN 2030

6.1 Geological History


Boston Mountains

The City of Fayetteville is located on the northwestern edge of the Boston Mountains along the southeastern rim of the Springfield Plateau. Elevations within Fayetteville range between 1,100 to 1,500 feet above sea level.

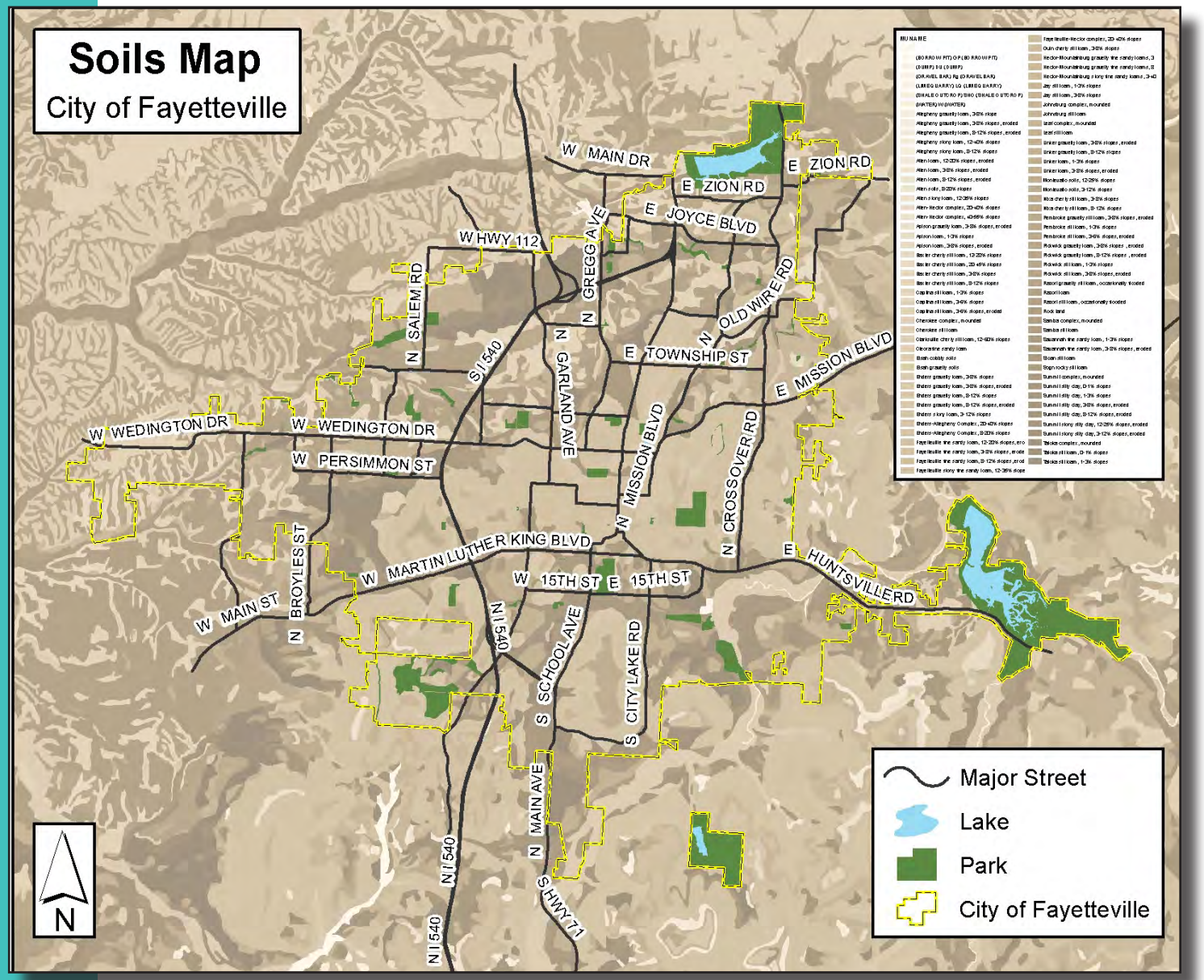
The eastern and southern portions of the area are hilly uplands characterized by domelike formations. The portions to the west and north are more level and consist of deep soils.

Most of Fayetteville is underlain by black shale and Boone limestone of Mississippian and Morrowien age. The rock is dense and somewhat resistant to weathering. Where exposed to the surface, this rock has created some prominent natural features.

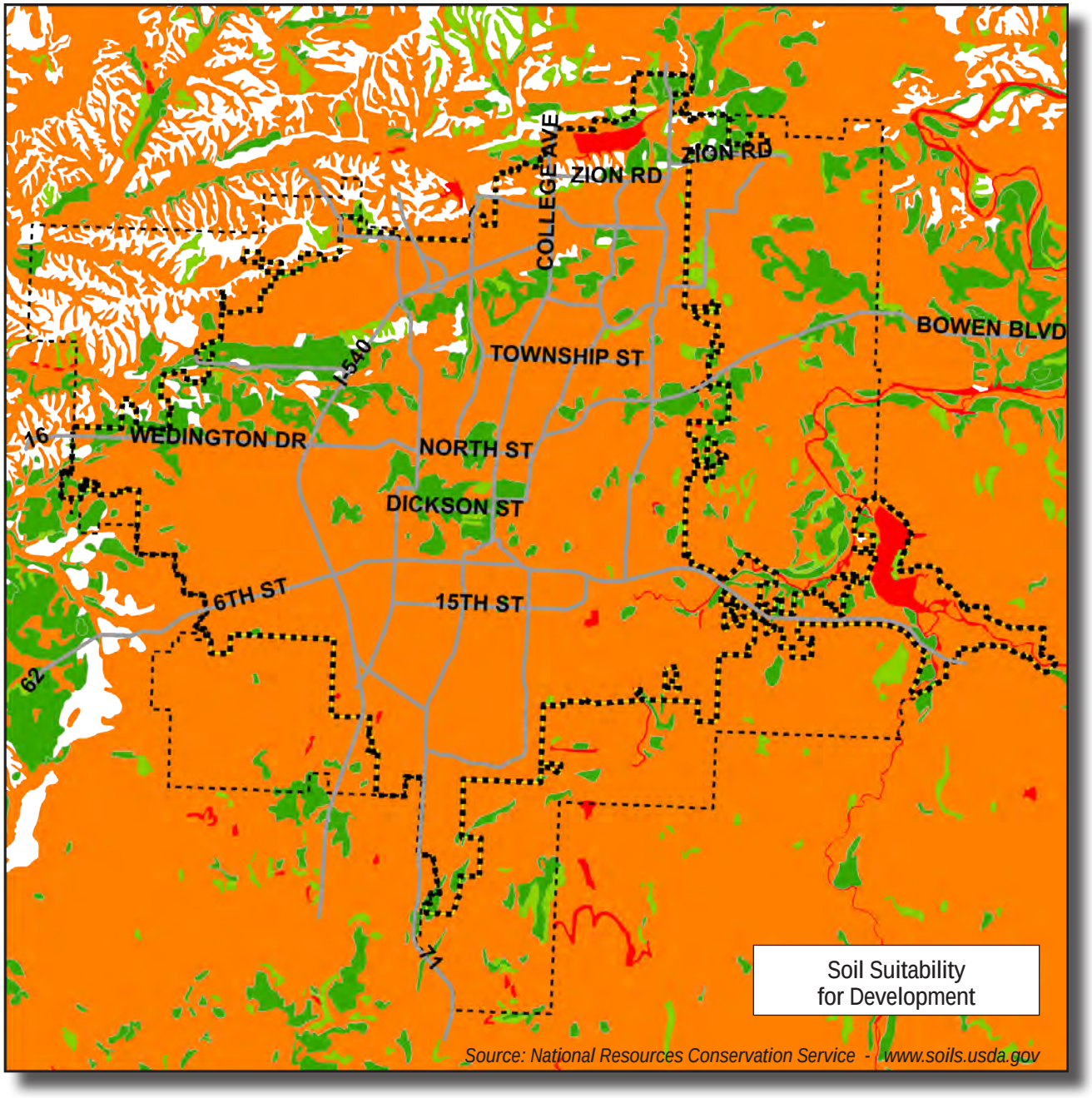
There has been little folding where some sub-surface areas have been pushed up and folded over adjoining areas. There has been faulting wherein sub-surface areas have separated, creating a fault line or crack along where one area can move independent of another. Two such faults have been found within the general Fayetteville area. The Fayetteville fault dissects the middle of the city from southwest to northeast. The White River fault runs west-east along the area between Fayetteville and Springdale. No seismic activity has been experienced in either of these faults in recorded history.

6.2 Soils

Fayetteville is located on the divide between the White River watershed and the Illinois River watershed. The soils of the White River watershed in the south and east of the City were mostly derived from the Boston Mountains plateau; the soils of the Illinois River watershed were mostly derived from the Springfield plateau. The valleys in both of these eroded plateaus are floodplains consisting of terraced soils. The soil associations of the Boston Mountains formed under hardwoods and are underlain mainly by acid sandstone, siltstone and shale, or by alluvium derived from these rocks. The soils of the Springfield plateau also formed under hardwoods. They are underlain by silty deposits or cherty limestone, or by alluvium derived from these sources.



CITY PLAN 2030



Legend

- Not limited
- Moderately limited
- Limited
- Very limited
- Not rated

CITY PLAN 2030

Soil characteristics are an important determinant of land use. Steep slopes and floodplains are less suitable for more urban forms of development and may require special treatment. Ideally, these areas should be reserved for open space, passive recreation, conservation and agriculture. Where more intensive development of these areas is permitted, performance standards should be utilized in mitigating impacts to the environment. Soils with high water tables and poor percolative ability greatly increase the cost of community sewerage systems. Edaphic conditions can also lead to increased stormwater infiltration and stress the capacity of wastewater facilities. Soils also dictate engineering requirements for industrial use and trafficways. Many of the soils in and around the urbanized area are stony and rocky, have high shrink-swell potential, or have low load-bearing or traffic-supporting capacity.

Most of the land in the Fayetteville Planning Area has some restrictions for urban development. The Soil Suitability for Development map groups soil series by degree of suitability for urban development. The Map can be summarized by a description of the four major areas where soil limitations are most restrictive:

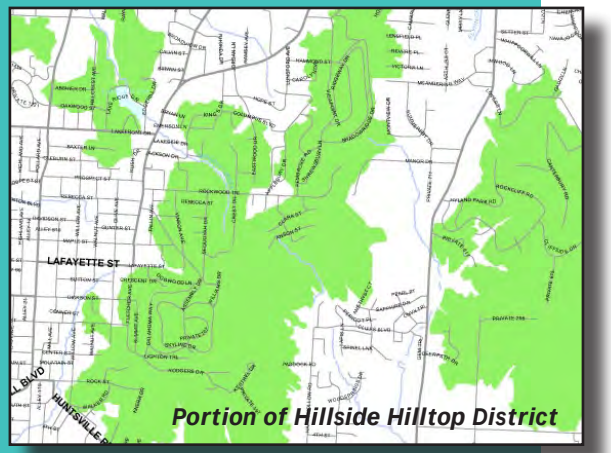
- Southwest quadrant of the Planning Area: Almost the entire quadrant is covered by the most restrictive soils. Moderately restrictive soils occupy the area between Wedington Road and U.S. Highway 62 west of Interstate 540.
- Southeast extreme of the Planning Area: Included are pockets of the most restrictive soils around the country club and along the West Fork of the White River.
- Eastern edge of the existing city limits: A large mass of the most restrictive soils is located between Mission Boulevard and Crossover Road. This area is partially developed with residences.
- Northeast edge of the older city: Pockets of the most and moderately restrictive soils are located between Mission Blvd. and Crossover Road. The area is partially developed with residences.

Generally, the western and extreme northeastern portions of the planning area contain soils with the least restrictions. These soils are sufficiently permeable to be suitable for septic tank drainfields. Perched watertable occurrences are more frequent in the extreme west. Some watertable restrictions are found in the extreme east as well.

Soil capability and its companion topographic features have influenced the pattern of land use in Fayetteville. Through streets and rail lines follow the stream valleys while roads that cross steep grades tend to be short and discontinuous. The pattern established by early settlers of building houses on the hills and farming the creek bottoms still prevails, with residential areas on the hills and commercial development along the highways.

Urban development is best suited in areas to the west and northeast where soil limitations are the least restrictive. These are also the areas where current development and future market activities are most active.

6.3 Slope and Hillsides



Portion of Hillside Hilltop District

Slope, or gradient, is a critical factor in determining a soil's suitability for supporting development. The development of severe slopes involving soils not capable of providing foundation support may result in extensive cutting and filling in an effort to stabilize them. When compounded by the removal of existing vegetation, excavation and fill of soil can result in severe erosion and run-off, slumping and shearing.

In Fayetteville, areas of more severe slope are also characterized by soils less suitable for development. Shallower depth to bedrock conditions compound problems in these areas. There are several identified beds of cherty limestone, acid sandstone, siltstone and shale that have shown some faulting and folding at steeper locations.

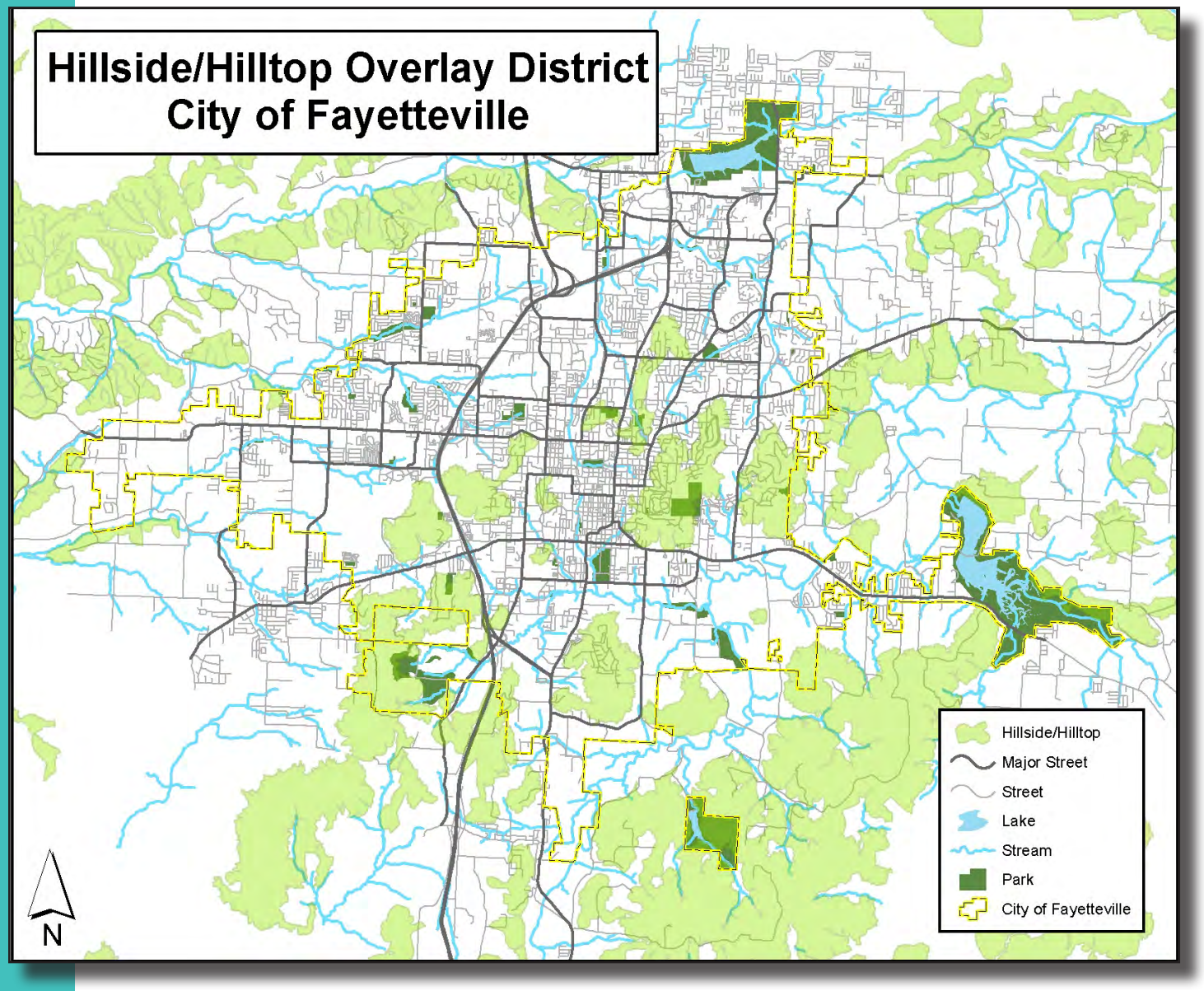
Of the 56,730 acres within the City and its Planning Area, approximately 16 percent, or 8,900 acres, have slopes of 15 percent or greater. With notable exceptions, such as Mount Sequoyah, these slopes previously remained largely undeveloped; however, more recent trends indicate that development on hillsides is increasing, which has led to the passage of an ordinance that provides additional protections on slopes that are 15 percent or greater and hilltops.

The Hillsides and Hilltops map identifies major areas where severe slopes are predominant:

Southwest quadrant of the Planning Area paralleling both sides of the route for U.S. 71. Almost the entire quadrant is restricted. Some of the highest elevations in the Planning Area are found here.

Southeast extreme of the Planning Area. The area is blocked by a solid line of severe slopes. Pockets are found around the Country Club.

Northeast quadrant of the Planning Area paralleling and to the east of Old Wire Road. The steeper slopes are generally confined to a narrow line that terminates on the southern end with Mount Sequoyah.



CITY PLAN 2030


Niokaska Creek

6.4 Watershed System

The urban area is dissected by two major drainage basins. The White River provides drainage for the area to the south and southeast and is periodically subjected to storm flow from the Boston Mountains. The White River flows into Beaver Lake, the drinking water source for the region. The second principal drainage course is the Illinois River. This drainage basin covers approximately 30 percent of the western and northern portions of the urban area and flows into Oklahoma.

The natural drainage system consists of many smaller streams in a dendritic pattern along the upper reaches of the watersheds. All of these streams eventually flow into the White or Illinois Rivers. The sheet run-off that is more characteristic of areas to the north and west is intermittent depending on the seasonal variations in intensity and duration of rainfall.

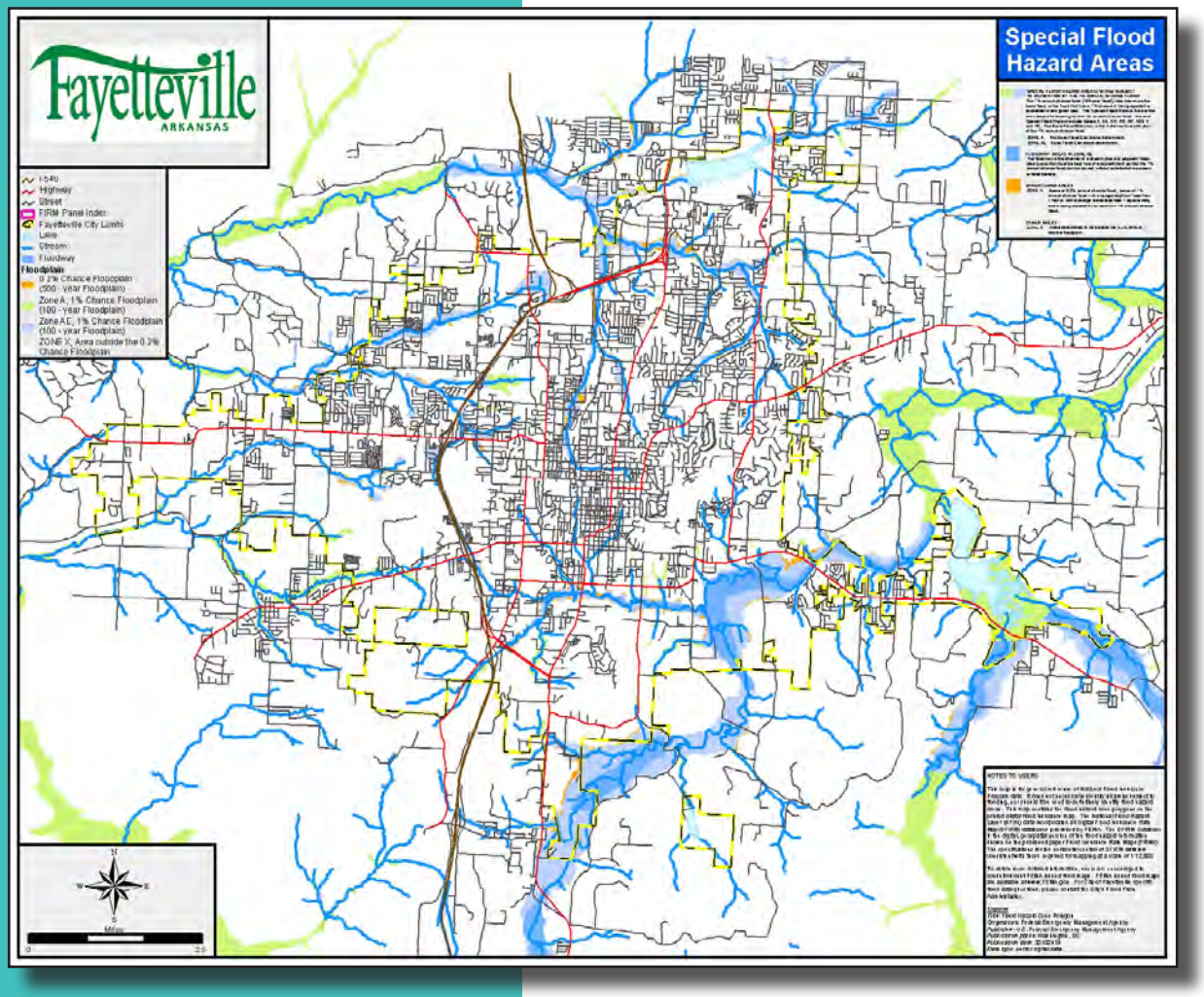
6.5 Surface Drainage

Surface water resulting from storms is a major problem in the built-up area of Fayetteville. Steep slopes in the northeast, east and southwest are associated with rapid run-off from storms, causing surface water build-up in low lying areas where permeability is notably poor and the city's storm drainage system is limited. The lack of control and rapid rate of run-off, combined with the intense urban development creates flooding hazards during major storms.

6.6 Flooding

At the request of the Federal Emergency Management Agency (FEMA), the U.S. Army Corps of Engineers conducted a study of the flood hazards posed by the White River and its tributaries. The findings of this study resulted in a determination of the boundaries, depths and elevations of the White River 100 year floodplain limits. As determined by the Corps of Engineers, these limits define the areas which would be flooded in the event of an intermediate regional flood (100 year) and standard project flood (200 year to 500 year).

An intermediate regional flood is defined as the largest flood that would probably occur on the order of once every 100 years. The peak discharge used for determining the 100 year floodplain limit is 48,000 cfs (cubic feet/second). The standard flood is defined by the Corps of Engineers as a major flood that can be expected to occur from the most severe combination of meteorologic and hydrologic conditions reasonably characteristic of the geographic region. Although the standard project flood is not assigned a recurrence interval, it is generally



considered to approximate a 200 year to 500 year frequency flood.

The Floodway map indicates two major areas of flooding. The floodway along the southern city limits of West Fork of White River is fairly confined and frequently floods until it becomes more widespread near the Industrial Park. In northern Fayetteville, Scull Creek, with a moderate amount of adjacent dvelopment, and Mud Creek also see flooding problems because the floodway is fairly confined until the confluence of the two streams near the Northwest Arkansas Mall.

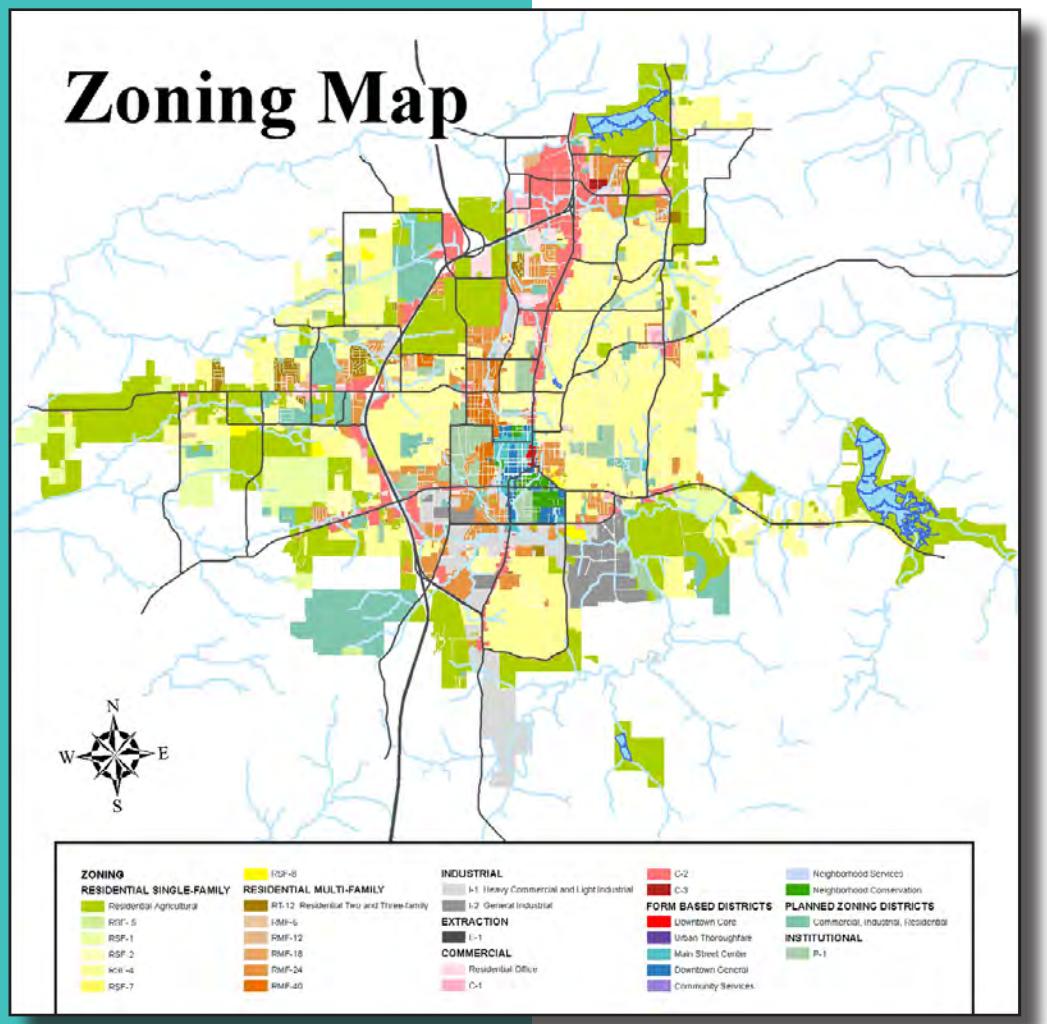
6.7 Groundwater

The groundwater level in Fayetteville is approximately 80-200 feet below the ground surface, with some areas as deep as 300 feet below surface level. Groundwater supply is generally dependable and of good quality; however, water is moderately hard and high in iron in some places. There are few, if any, ground wells within the city limits but numerous such wells in the Planning Area.

6.8 Water Quality

Water quality is generally high, although urbanization has led to increased levels of sedimentation and turbidity in Beaver Lake, the City's source of drinking water. From relatively high water quality at the upper end of the White River and Illinois River watersheds, the quality decreases progressively downstream. Major sources of pollutants include agricultural run-off, construction and urbanization.

Treatment procedures include the use of lime and aluminum sulfate. The use of these chemicals is followed by a process of coagulation, sedimentation, filtration, chlorination and the use of activated carbon for taste and odor control. Fluoride is also added to the water.



6.9 Current Zoning and Annexation Patterns

CURRENT ZONING

Fayetteville has utilized a Euclidian zoning pattern, or a pattern that primarily separates uses, for almost 85 years. In general, commercial, residential and industrial uses are separate. However, in July of 2005, City Council passed an ordinance that created Planned Zoning Districts (PZDs), which developers may use to combine uses within one development. PZDs are typically larger developments, and developers submit an overall concept before submitting phases of the development over a period of several years. City Council must approve the overall concept.

The adoption of City Plan 2025 and the Downtown Master Plan led to the adoption of form-based zoning districts, which emphasize the form of development rather than the separation of uses. Four form-based zoning districts are utilized within the Downtown and Walker Park neighborhood area, each with separate building height, use, and build-to line requirements. The code was designed to ensure that these areas retain livability and a human-scale, while allowing for an increase in density and economic value. The City Council also adopted three form-based zoning districts in 2010 that parallel three conventional commercial zoning districts. Form-based zoning districts allow for a wider range of uses and have architectural design standards. Once a property is rezoned to one of the form-based districts, development proposals that meet the architectural and site design standards can be approved administratively.

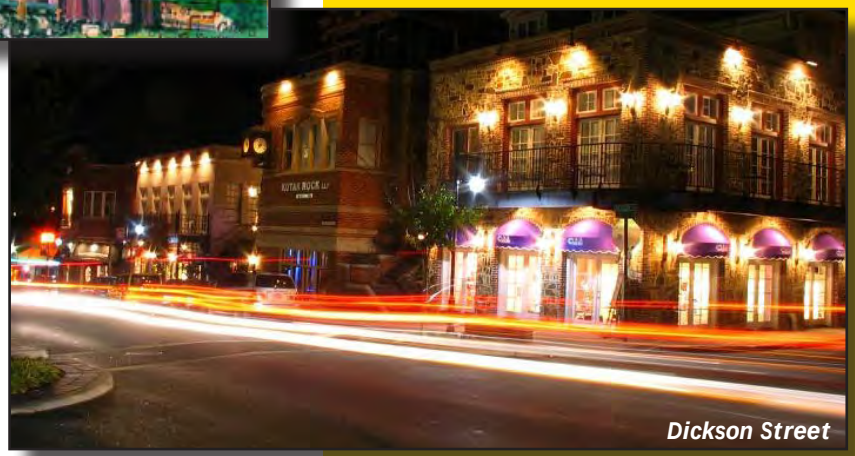
ANNEXATION

The current annexation policy allows individual property owners or groups of property owners to petition for annexation into the corporate limits. State statutes allow the City to annex unincorporated islands within the City limits and to annex land by voter referendum. A.C.A. § 14-40-501 also allows the municipality with the greatest perimeter to annex unincorporated islands surrounded by two or more municipalities.

7 TRANSPORTATION

Razorback Transit

Arkansas and Missouri Railroad


Dickson Street

CITY PLAN 2030

7.1 Street Network

ACCESS INTO FAYETTEVILLE. Primary vehicular access to Fayetteville is provided by state and federal highways that link this community to others in the region. Fayetteville is accessed by one Interstate, two U.S. Highways and via several State Highways.

In 1999, Interstate 540 (I-540) was extended northward to Fayetteville and Springdale. By 2001, I-540 reached Bentonville, connecting Northwest Arkansas to the Interstate Highway System for the first time. I-540 originally served as a bypass to the west of Fayetteville, but recent trends indicate that development will continue west of the freeway. To the east, State Highway 265 provides a similar function; however, due to its uncontrolled access, the efficiency of this route is not comparable to I-540. Highway 71B (College Avenue) is an alternate route for traffic to and through the Fayetteville and Springdale city centers.

Vehicular access from the east is provided by State Highway 45, entering the City approximately at its midpoint and also from State Highway 16 entering the city to the south. Both of these routes intersect and connect with State Highway 265 (Crossover Road) and Highway 71B. From the west, access is provided by State Highway 16 at approximately the city midpoint and
U. S. Highway 62 to the south. Both of these routes intersect and connect with I-540, and U.S. Highway 62 also extends east (as State Highway 180) to intersect with Highway 71B.

TRAFFIC CIRULATION. Privately owned motor vehicles represent the primary means of transportation within Fayetteville. In 1980, a total of 67,936 vehicles were registered with Washington County. By 1990, this figure had grown to 79,002 vehicles. In 2004, there were 98,025 vehicles registered in Washington County, an increase of 25 percent; however the county population increased by 66 percent. In 1990 the ratio of cars to people in Washington County was 1:1.4, which decreased to 1:1.9 in 2004. Despite the decrease in the ratio of cars to people, the 25 percent increase in cars on city roads has had an

effect on congestion, noise and accidents. Further, the traffic contributes increased energy consumption, pollution and creates expenses for the city in terms of street maintenance and traffic law enforcement. Fayetteville, in conjunction with the University and the State, will need to make decisions related to additional transportation facilities to provide adequately for traffic circulation and to offer transportation choices that may reduce the vehicle miles traveled.

As U.S. Highway 71B (North College Avenue) is the only continuous north/south route through the City, it necessarily serves as the major route for traffic circulation and residential/business access. At the city center, Highway 71B has an average daily traffic (ADT) count of 27,000 with a projected ADT of up to 36,000 by 2023. I-540 had ADT counts between 44,000 and 48,000 in 2005, but has a projected ADT of over 93,000 in 2024.

Other key north/south routes are State Highway 265 and Gregg Avenue. Neither Highway 265 nor Gregg Avenue are continuous for the length of the city, and they do not connect to continuous east/west streets. State Highway 112 also provides north/south circulation within Fayetteville; however, it functions primarily to provide access to the University from the north and west.

Due to better functioning north/south routes for traffic circulation, there are fewer key north/south traffic circulation routes than east/west routes. The more numerous east/west routes have been influenced by the same ridge lines that divide Fayetteville into the two (White/Illinois River) watersheds. As the ridge traverses Fayetteville at its center (in terms of development density), circulation routes become more numerous and less direct. An additional factor influencing traffic circulation is the Arkansas and Missouri Railroad line, which bisects the city in a north/south direction. Crossings of the rail line are expensive and present the potential for dangerous conflicts. These two factors have resulted in a circuitous street pattern in an east/west direction. East/west routes near Fayetteville's center include Poplar Street, Sycamore Street, North Street (connects to Wedington Road), Maple Street and Dickson Street.

Other key east/west routes are Joyce Boulevard, which is rapidly developing. Joyce Boulevard currently connects State Highway 265, U. S. Highway 71B and Gregg Avenue. State Highway 45 (Mission Boulevard), which connects to U. S. Highway 71B, is also a key east/west route. As Highway 45 (Mission Boulevard and Lafayette Street) enters the developed portions of the city, it becomes constrained by both topography and development. Highway 16E (Huntsville Road) provides the most nearly continuous east/west route which exists in Fayetteville. Like Highway 45 (Mission Boulevard), it experiences


U.S. Hwy. 71B

topographical and developmental constraints as it enters the developed city.


Razorback Road & Martin Luther King Jr. Blvd.

ACCESS TO THE UNIVERSITY. The University of Arkansas student population of 21,406 accounts for approximately 15 percent of the 2010 population of the City of Fayetteville. Due to the age of the student population (all are of legal driving age) and the fact that the University is the major employer within Fayetteville, the University is a major traffic generator and greatly affects circulation patterns.

Existing access to the University is provided by I-540 and then via State Highway 112 to (Wedington Road) or State Highway 180 (Martin Luther King Jr. Boulevard). After exiting to Wedington Road (east/west route), State Highway 112 (Garland Avenue - north/south route) provides entrance to the University. The 2008 average daily traffic at the entrance to the University on Garland was 15,000.

To the south, after exiting to Martin Luther King Jr. Boulevard (east/west route) from I-540, State Highway 112 (Razorback Road - north/south route) provides an entrance to the University. The 2008 average daily traffic count for this route was 15,000 vehicles.

Alternatively, traffic may exit I-540 onto Cato Springs Road, which connects directly to Razorback Road. ADT on this route was 7,100 in 2008. When compared to the route described above, the Highway 180/Razorback Road route provides the most direct path.

Access to the University may also be gained from Highway 71B (North College Avenue) via Maple Street and Dickson Street. North College Avenue and Dickson Street were original to the city and, as traffic patterns are difficult to change once established, this route continues to be the traditional entrance to the campus and is heavily traveled. ADT counts on Maple Street approaching the university were 5,500 in 2003 and have a projection of 8,000 in 2023.

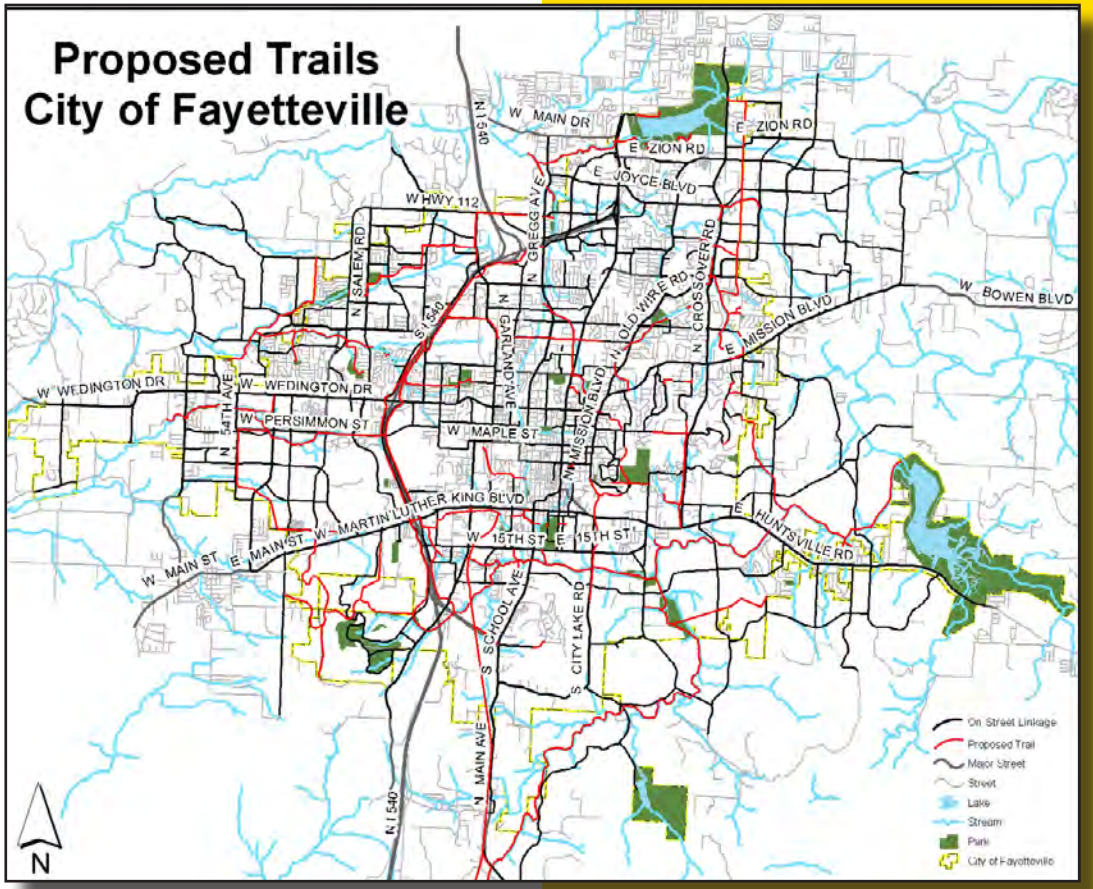
SYSTEM CAPACITY. In order to assess level of service of City streets, traffic counts are made and average daily traffic (ADT) volumes are calculated. In September 2006, City of Fayetteville voters approved a bond issue for the purposes of improving the City's transportation system. The $65 million bond issue, along with State and Federal Funding of $24.6 million, is providing funding for numerous transportation improvement projects, including intersection projects, new locations, major widening projects, street enhancement projects, and bridge rehabilitation projects.

Notable projects include the widening of Crossover Road to a four-lane boulevard, the widening of Garland Avenue north of the University, the addition of a flyover onto the Fulbright Expressway and the extension of Rupple Road to Martin Luther King Blvd., which will complete a significant regional north-south corridor.

7.2 Pedestrian Mobility

TRAILS. The City utilizes two additional types of transportation in addition to the transportation system necessary for moving vehicular traffic and transporting people and goods within the Fayetteville area. These are sidewalks for pedestrians and a system of trails for hiking and biking. In accordance with the Master Street Plan, sidewalks are provided on both sides of all functional classifications of streets except for streets within the Hillside/Hilltop Overlay District. If called for by the Plan, developers are required to provide sidewalks in accordance with the Master Street Plan on any new street, or along existing streets that do not already have sidewalks. Many areas of the City do not have sidewalks or have discontinuous sidewalks because of the hilly terrain and historically inconsistent requirements for sidewalks. Fayetteville currently places a high priority on developing sidewalks, and the Capital Improvement Program has designated funds annually to upgrade sidewalks within the City.

In 2009, the Fayetteville Alternative Transportation and Trails (FATT) Master Plan was updated to incorporate newly completed trails and improve the overall connectivity of the system. The updated plan identifies corridors for the development of a 100-mile interconnected network of multi-use trails and 280-miles of on-street bike facilities to be constructed within the next 30 years.
Since the adoption of the FATT master plan in 2003, over 18 miles of multi-use trails have been constructed including 7.6 mile continuous backbone trail composed of Mud Creek, Scull Creek and Frisco Trails. These trails together connect the heart of the City from north to south and are utilized by over 1,000 people per day on average.



Scull Creek Trail Spur


Walker Park

7.3 Public Transportation

Fayetteville is served by two public transportation systems—Razorback Transit and Ozark Regional Transit (ORT). Razorback Transit is a partially federally funded system operated by the University of Arkansas in a proactive effort to reduce traffic congestion and parking problems on the University campus. Its service is free to the public as well as students of the University. Between 2000 and 2010, Razorback Transit gave approximately 1.3 million rides per year. Razorback Transit operated sixteen bus routes serving the University, the Fayetteville Square, shopping malls, and medical and other service areas. The service varies based on the university calendar, which means the buses do not run during holiday seasons or college football games.

ORT, located in Springdale, Arkansas, serves the broader MSA and offers both limited demand service and fixed routes. The system currently operates in conjunction with local human service agencies, private operators and local government and costs between $.60 and $1.25 ride. ORT plans a broad expansion based on a report released in 2010 that provides a vision for public transit in Northwest Arkansas. The *Northwest Arkansas Transit Development Plan* offers an ambitious scaling up of Ozark Transit to make service more frequent and efficient, adjusting the system to better serve a rapidly urbanizing region.

	Current	Near-term	Short-range	Long-range
Peak Buses	12	11	34	59
Annual Hours	29,116	29,116	122,655	234,032
Annual Miles	496,862	488,788	1,570,137	3,178,511
Annual O&M Costs	$2.6 million	$2.6 million	$10.7 million	$20.2 million

Ozark Regional Transit- Current and Projected Fixed-Route Operating Requirements

7.4 Rail

A NORTHWEST ARKANSAS LIGHT RAIL TRANSIT SYSTEM

Beta-Rubicon, Inc, completed a preliminary feasibility study for a light rail transit (LRT) system in Northwest Arkansas in July 2005. The study examined the possibility of a "green" light rail system that would operate between Drake Field in Fayetteville and Bentonville. The study concluded that a LRT system is a viable option for the region but requires both public and private support.

The study concludes that the most cost-effective route would predominantly follow the current Arkansas-Missouri railroad line, utilizing existing right-of-way. However, the current estimate of costs ranges between $550 million to $1.24 billion. This cost will only increase as the price of land increases in Northwest Arkansas, which creates a sense of urgency in moving a LRT project forward.

The Northwest Arkansas Planning Commission has on mulitiple occasions applied for federal funding for an Alternatives Analysis, which is the first step in pursuing federal funding for a rail mass transit system. To date this funding has not been awarded.

The University of Arkansas Community Design Center published *Transit Oriented Development: Visioning Rail Transit in NWA in 2007*. "The study's goal is to mobilize the financial and political support needed to enroll NWA in the Federal Transit Administration's New Start program for public transit development" (UACDC). The Fayetteville City Council passed a resolution in 2009 supporting this initiative.

CURRENT RAIL

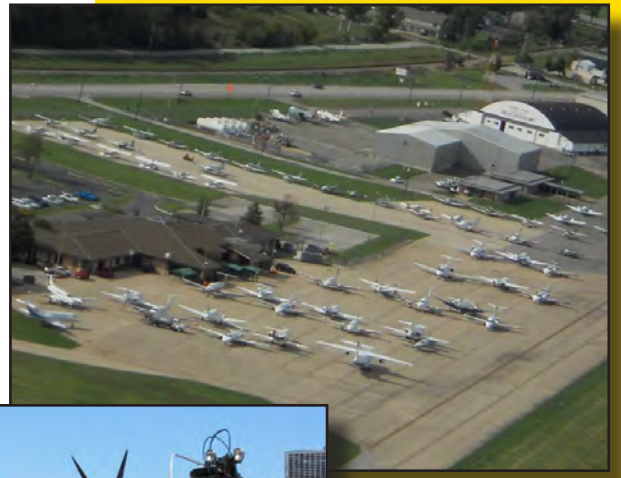
Fayetteville is served by an active rail line, the Arkansas and Missouri Railroad, which divides the city in a north/south direction and stretches from Monett, Missouri to Fort Smith, Arkansas along 149 miles of track. Though primarily a freight line, the Railroad also operates a tourist passenger train, making day trips originating in Springdale to local areas of interest. The Railroad has recently expressed interest in expanding freight services in the city and has been willing to discuss the potential for a commuter or special event passenger rail service in the future.

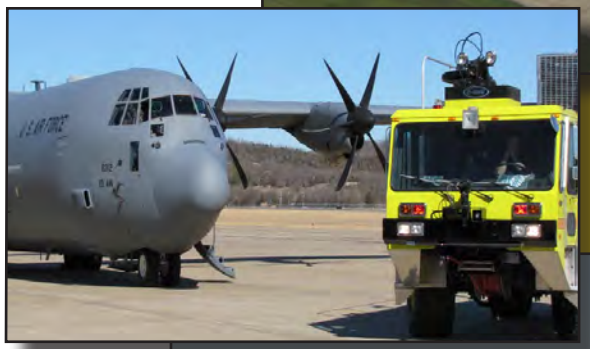
2007 University of Arkansas Community Design Center Light Rail Transit Study

7.5 Aviation

Fayetteville Executive Airport, Drake Field is a FAR Part 139 Class IV General Aviation airport located within 3 miles south of the heart of Fayetteville adjacent to Highway 71 with easy access to I-540. The airport serves the needs of private and corporate aviation along with unscheduled charter of commercial aircraft in support of the U of A sports teams. There are 111 aircraft based at the airport. There are eight T Hangar buildings with 81 individual units, the FBO hangar which can store up to 20 aircraft and six corporate hangars utilized by various corporations and the University of Arkansas. An aircraft maintenance hangar and an avionics shop are housed in separate hangars.

Drake Field is the premiere general aviation airport in Northwest Arkansas where Million Air, Fayetteville, the Fixed Base Operator provides personalized and professional customer, line and fueling services for airport customers. A FAR Part 141 Flight School provides a full compliment of pilot training services and another flight school provides individualized flight training. The Arkansas Air Museum and the Ozark Military Museum provide a wide variety of displays for the young and old.





Drake Field Airport

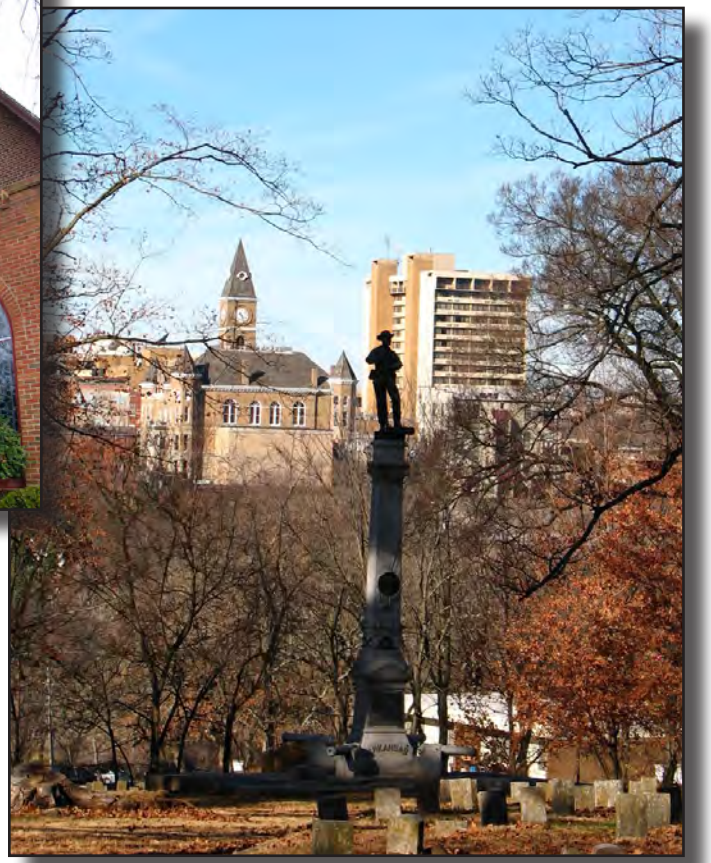
The airport leases space to several non-aviation related businesses. A catering business, an event florist, the US Postal Service and a Wildlife Management Group lease space in the Terminal Building. FAA Facilities Maintenance leases a building from the airport. The USDA Forest Service leases a large parcel from the airport for a Fire Fighting Base. Space is available at the airport for aircraft storage. The Airport can provide a ground lease for owner-built hangars.

Since 2007 aircraft operations (takeoffs and landings), and aviation fuel sales have decreased due primarily to a nationwide industry downturn caused by economic conditions and an increase in the cost of aviation fuel. Industry forecasts indicate slow but steady recovery beginning in 2011.

Staff is pursuing projects outlined in the 2005 Airport Master Plan Update and recently completed the first major project to upgrade the Runway 16 Safety Area by realigning Highway 71B. Projects for the future include the purchase of Runway 34 avigation easements, pavement overlay of the Terminal Apron and security upgrades.

Historic and Cultural Resources

8



CITY PLAN 2030

Historic Downtown Square

White Hangar at Drake Field Airport

8.1 Historic Resources

RELATIONSHIP TO COMMUNITY. Fayetteville offers rich and diversified historic resources. Numerous historic neighborhoods, buildings and landscapes provide both architectural and cultural reminders of the historical past that contributes to the character of the City.

The City of Fayetteville and its stakeholders have successfully integrated many of the City's historically significant structures into functionally viable uses for present day residential and commercial business activity. This has been accomplished through revitalization, restoration, and renovation efforts, as well as a community-wide commitment to the preservation of Fayetteville's historical past. Downtown Fayetteville, centered around the Square, is a striking example of the community's commitment to the integration of its historical past with the social and economic dynamics of its present.

With the exception of the City Administration Building, historically city government has taken a laissez-faire approach to preservation, leaving such efforts to private initiatives. For example, the Old Post Office, Eason Building and Lewis Hardware Store - all fundamental elements of the downtown square - were privately restored.

The City of Fayetteville took its first step toward a proactive stance on preservation in March of 1979, when the Board of Directors created the Fayetteville Historic District Commission and endowed it with all the authority allowed under State Act 484. Lacking leadership and direction, the Commission languished for over a decade. In 1989 and 1990 the City hired its first professional planners, who began to work closely with the Commission. The Commission was disbanded in 2003, but was reinstated in 2006 in a renewed effort to establish a commercial historic district. Since then, Fayetteville has increased the number of historic districts throughout the city and established its first Local Ordinance District, White Hangar at Drake Field.

HISTORIC RESOURCES. Numerous districts, landscapes, and structures have qualified for listing on the National Register of Historic Places. As the official list of the Nation's historic places worthy of preservation, the National Register of Historic Places can list historic properties that meet specific criteria, but the register does not accept all significant historical structures if the criteria are not met. It's the community's responsibility to preserve its past and protect its story.

CITY PLAN 2030

Fay Jones Architecture

Mt. Nord Residence

Districts listed on the National Register of Historic Places. There are presently five established historic districts listed on the National Register of Historic Places within the City of Fayetteville. The largest district, Washington-Willow, lies mostly within the Masonic Addition, the first addition to the original town. Washington-Willow consists of 105 primary structures sited along two north-south streets and five traversing east-west streets. The district encompasses approximately 37 acres. Nineteen of the buildings possess special significance. Twenty-five do not contribute to the primary character of the district. All the buildings are residential. Forty-six of the structures were built between 1890 and 1910. This district is believed to contain the highest concentration of significant structures worthy of preservation in Fayetteville.

The Washington-Willow District is renowned for its attractive and prestigious character. Architectural styles within the district range from Greek Revival to ranch style and include various Victorian themes, Classical Revival, bungalow, modern workers cottages and 20th Century period homes. The area has never really confronted hard times; thus, buildings have been well maintained even during periods of growth and change. The district's cohesiveness stems from visible boundaries, its residential character, well maintained homes, numerous large mature trees lining the streets, and a large concentration of buildings possessing architectural merit.

Although the archaeological potential of this district has not been fully explored, there has been some productive excavation (salvage archeology) behind the Headquarters House revealing evidence of early Indian and white settlers. It is suspected that further archaeological remains exist and that the area is a significant archaeological resource.

The second historic district is Mt. Nord. The district consists of one distinctive block in Fayetteville situated on a hilltop to the north of the City's historic downtown commercial square. Five residential structures of wood frame and masonry construction built between 1900 and 1925 comprise the Mount Nord Historic District. Each structure contributes to the integrity of the district by virtue of its architectural character, its natural and physical setting and its visual association.

This district was once the City's most prestigious residential area and consequently attracted some of Fayetteville's most prominent and successful citizens. The landscape, atop one of Fayetteville's many rolling hills, reinforces the area's strong physical definition. Although a less eminent residential neighborhood than when constructed, the district is now a focal point for a larger residential area that emerged in the 1920's and 1930's. This

Walker-Stone House

Clinton House Museum

residential eminence is what attributes to the successful retention of the district's original integrity.

The Wilson Park Historic District, located just to the north of Fayetteville's historic commercial downtown, extends roughly between College Avenue on the east, Wilson Avenue on the West, Maple Street on the South and Louise Street on the north. Exclusively residential in nature, the district contains a total of seventy buildings spread over roughly twelve blocks. The entire district is characterized by hilly, tree-covered lots connected by relatively narrow streets, all of which lend the Wilson Park Historic District an unspoiled, rustic ambience.

The initial development of the district occurred in the early part of the century during a boom period for Fayetteville. By 1910, the population had reached 5,000 and Fayetteville Lumber and Cement, Hill City Lumber and Red Star Spoke Factory were doing record business. The tons of produce and grain leaving Fayetteville yearly kept three train lines running. Canning factories and cold storage companies were built to package the produce for shipping. Many permanent homes were established during this period within the district.

The West Dickson Commercial Historic District was designated as a National Register District in 2009. "The history of the Dickson Street area dates back to 1835, to the original survey of the town of Fayetteville, and its commercial growth began in earnest after the arrival of the St. Louis - San Francisco Railroad to Dickson Street in 1881. Fifty-seven resources; 35 contributing resources and 21 noncontributing resources comprise the West Dickson Street Commercial Historic District. One building, the Frisco Depot, is listed in the National Register of Historic Places." (Arkansas Historic Preservation Program) Dickson Street is considered one of the most popular entertainment districts in Arkansas with a wide variety of music venues, restaurants and local shops. The University Historic District was added to the National Register in 2009.

A portion of the University of Arkansas campus is the most recent historic district in Fayetteville to be listed on the National Register of Historic Places. This district is bounded by Garland Avenue, Maple Street, Arkansas Avenue, and District Street and contains 15 buildings and five landscape areas dating back to 1875. These buildings range from the iconic Old Main, constructed in the second empire style, to the international style Fine Arts Center designed by well-known local architect Edward Durell Stone.

CITY PLAN 2030


Walton Arts Center


Local Musical Performance

The Lafayette Street and Maple Street Overpasses. As a result of an increase in the number of automobiles in Fayetteville, the Lafayette Street and Maple Street Overpasses were constructed over the Frisco Railroad Lines in the late 1930s to replace two wooden pedestrian bridges connecting the City with the University of Arkansas campus. The construction of these Art Deco style overpasses was funded by the Works Progress Administration through President Franklin D. Roosevelt's New Deal. These bridges were listed on the National Register of Historic Places in 1995, indicating their historic significance worthy of preservation.

The Evergreen Cemetery. This site was originally a family farm located near Downtown Fayetteville and was used as a private burial ground until 1970 (the University of Arkansas Libraries Special Collections, Manuscript Collection 926). The Evergreen Cemetery is now one of the largest historic cemeteries in Northwest Arkansas. Many notable Arkansans are buried here, including Lafayette Gregg, architect Edward Durell Stone, Governor Archibald Yell, and Senator J. William Fulbright.

Heritage Trail. In the late 1830s, the Trail of Tears passed through Fayetteville and, in 1858, the Butterfield Stage Coach route passed through Fayetteville. The Trail of Tears is a designated National Historic Trail, and efforts are underway to give the Butterfield Stagecoach route the same designation. Both these trails, as well as a Civil War trail are part of the Northwest Arkansas Heritage Trail system.

8.2 Cultural Resources

ART RESOURCES, PLANS AND PROGRAMS. In 1992, the Walton Arts Center opened its doors to the public, the product of a six-year collaboration among city government, the University of Arkansas and the private sector. Located on the corner of West Avenue and Dickson Street, The Walton Arts Center Campus includes the Walton Arts Center, the Nadine Baum Studios and Just Off Center, which houses administrative offices. The Center has a yearly budget of over $6 million and hosts over 350 events with over 140,000 attendees. In addition to nighttime performances and weekend matinees, the center hosts daytime performances for over 40,000 students each year.

The Walton Arts Center holds the Baum Walker Hall, which has 1200 seats, the Box Office, two galleries, an art studio, and the smaller Starr Theatre. The Bradberry Amphitheater provides an outdoor venue adjacent to the center. Each year, the Walton Arts Center attracts world-class performances from Broadway, in dance and in music, and it is the official home of the Northwest Arkansas Symphony.


Wilson Park Castle


Fayetteville Public Library

The Nadine Baum Studios, located on the corner of West Avenue and Spring Street, houses five interactive studios, one gallery and Studio Theatre. Throughout the year, children and adult classes are offered after school, in the evening, and during special summer sessions. The studio has also become the home of Theatre Squared, a regional theater company.

Other community offerings provide an array of cultural and performing arts resources, including the Arkansas Music Pavilion (AMP), the only open-air pavilion in the region. This theater seats 2,500 people and features pop, rock and country musicians and has been added to the venues managed by the Walton Arts Center.

UNIVERSITY OF ARKANSAS. The university theater and music departments offer eight fully mounted plays, five student-directed plays and numerous choral and instrumental performances to the community. The university is also home to the 70,000 seat Reynolds Razorback Stadium, the 20,000 seat Bud Walton Arena, world-renound track and field and baseball programs, all of which provide a unique atmosphere to the city. In addition, the university attracts world-renowned political and literary figures to the campus, benefiting the entire Fayetteville community.

PARKS AND RECREATION. The City currently maintains 70 developed parks that include 10 acres of ornamental gardens. The parks provide recreational facilities, sponsoring athletic progams and maintaining 29 playgrounds. The Parks and Recreation Program also hosts a concerts in the parks series during the summer, featuring local and regional performance artists.

FARMER'S MARKET. With the downtown square gardens as a backdrop, open-air vendors sell produce and handmade items to the community every Tuesday, Thursday and Saturday morning from April 1 through mid-November. Plants, trees, herbs, vegetables, fruits, perrenials, annuals, pottery, candles, watercolors and other items are regularly featured. Farmer's Market vendors also sell their wares in the Mill District on Thursday evenings and at the Ozark Botanical Gardens on Sunday mornings.

PUBLIC ART. The Walton Arts Center features outdoor sculptures by J. Seward Johnson, and the Peace Prayer Fountain, a bronze sculpture designed by local artist Hank Kaminsky, was introduced to the Town Center Plaza in 2002. Wilson Park features "The Castle," a whimsical structure completed in 1981 that delights children and adults alike. Frank Williams, a local artist, won the contest to create public art to cover an unsafe and unattractive area of the park. The Blair Public Library is currently in the process of gathering community input on how the library should incorporate art into its grounds and

facilities, and the city's trail system has seen the installation of multiple public art pieces, of both temporary and permanant nature.

BLAIR PUBLIC LIBRARY. The first Fayetteville Public Library opened in 1917, occupying two rooms of the Washington County Courthouse. On June 4, 1962, a new library facility that eventually expanded to 31,500 square feet opened on Dickson Street near the Washington-Willow Historic District.

As the City continued to grow, the need for a new library led to the construction of the Blair Public Library located on the corner of School and Mountain Street in the downtown area. The construction was funded by a 1% 18-month sales tax, which 75% of the voters approved. The 88,000 square-foot facility opened in September 2004 and was the first building in Arkansas to be registered with the U.S. Green Building Council's Leadership in Energy and Environmental Design Certification (L.E.E.D.) program. Through a grant from the International City Managers' Association in 2009, University engineering students and library staff installed a 13.5 kilowatt solar panel system which is enough to power 2.5 Arkansas homes. The system reduces the electricity cost of the library, and citizens can track the amount of power being harvested at a kiosk inside the building.

The Blair Library is a multi-use building that was constructed to take advantage of the site's opportunities and location. It is complete with a café, terrace, community meeting rooms and multiple computer labs for different age groups in addition to a collection of 272,807 items, including books, magazines, CDs, DVDs, Blu-rays, DVD players, e-books and e-readers, laptops, downloadable and CD-format audiobooks and multimedia parenting kits. In 2010, more than 1 million items were borrowed from the library, for the third year in a row. The library has more than 64,000 cardholders, and in 2010, there were 553,802 library visitors. The library hosted 1,269 free public events in 2010, and 50,944 people of all ages attended those programs. With these statistics, in addition to extensive, innovative programming for adults and children alike, the Blair Library won the 2005 Thompson Gale/*Library Journal* Library of the Year Award, one of the industry's highest honors.

9 Planning Process

World Town Planning Day at Vandergriff Elementary

Public Input Session at Bank of Fayetteville

Public Input Session at Fayetteville Public Library

City Plan 2030 Planning Process

The City Plan 2030 update began in early 2010 with the formation of a project team that included staff from Planning, Geographic Information Systems, Parks and Recreation, Engineering, Strategic Planning, Community Services and Fire. Jesse Fulcher, Associate Planner, served as the project manager and led the cross-divisional team to identify City Plan 2025's successes and areas for improvement and identify performance measures that could be utilized in the future to measure progress.


Input Session at Bank of Fayetteville

Input Session at Fayetteville Public Library

RESEARCH AND ANALYSIS

The project team reviewed data over the past five years including the percentage of residential and non-residential development that was approved within and outside the core of the city, the number of dwelling units constructed within ¼-mile of a trail, park acreage and sidewalk footage added to the city, acres rezoned from Residential Agriculture to Residential Four Units Per Acre, and approval and denial rates of traditional neighborhood development by the City Council.

A review of the data resulted in several findings.

Strengths:

- The City consistently added trail segments that put approximately 100 new or existing dwelling units within a quarter mile of the trail network.
- The City Council rezoned approximately 650 acres to a form-based zoning district as a result of two neighborhood master plans
- Rezonings of rural land to low-density residential development declined significantly after 2006
- While infill development proposals generated greater controversy in the community, they were all approved within three readings by City Council.
- The City consistently added sidewalks and trails to create a continuous network for pedestrians

Areas for Improvement:

- A significant number of development projects where staff, and in some cases the Planning Commission, recommended denial of a project based on its failure to comply with the tenets of City Plan 2025 were approved by City Council with minimal discussion.
- The percentage of development in the core of the City (6%) remained relatively unchanged after 2006.
- The City annexed thousands of acres into the City between 2006 and 2010.

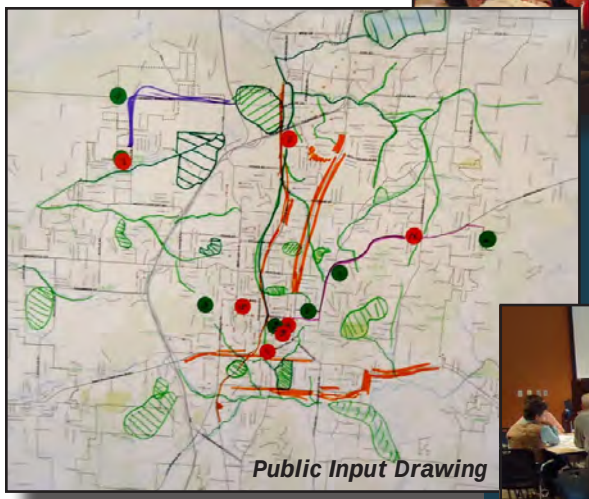
Performance Measures 2030

		2004	2005	2006	2007	2008	2009	2010
Single-Family/Two-Family Construction	Total # of units	689	718	683	652	504	338	291
	Total # of units within infill boundary	165	36	59	48	43	29	29
	% of units within infill boundary	24%	5%	9%	4%	9%	9%	10%
	Units within 1/4 mile of trail today	167	158	166	265	103	63	31
	% of units within 1/4 mile of trail today	24%	22%	24%	41%	20%	19%	11%
Multi-Family Construction	Total # of Units	734	297	382	506	267	800	406
	Total # of units within infill boundary	333	230	269	382	79	344	34
	% of units within infill boundary	45%	77%	70%	75%	30%	43%	8%
	Units within 1/4 mile of trail today	303	203	87	176	9	296	310
	% of units within 1/4 mile of trail today	41%	68%	23%	35%	3%	37%	76%
Nonresidential Construction	Total square feet	347,486	216,609	422,467	748,132	1,067,953	890,032	?
	Total square feet within infill boundary	28,338	39,818	82,816	41,994	500,533	268,324	?
	% of square feet within infill boundary	8%	18%	20%	6%	47%	30%	?
	Square feet within 1/4 mile of trail today	76,174	89,732	195,951	482,139	395,224	618,747	?
	% of square Feet within 1/4 of trail today	22%	41%	46%	64%	37%	70%	?
Form-based rezonings (Acres)		**N/A**	**N/A**	**345**	**1**	**303**	**12**	**6.11**
R-A rezonings to low density (Acres)		**578**	**269**	**529**	**5**	**64**	**0**	**0**
Trail construction (Miles)		**N/A**	**0.3**	**3.4**	**2.7**	**3.6**	**2.8**	**1.01**
Sidewalk construction (Feet)		**17,459**	**20,008**	**17,435**	**15,088**	**9,933**	**11,090**	**5,519**
Annexations (Acres)		**1945**	**1023**	**2055**	**348**	**924**	**39**	**0**

The project team hosted a staff input session in March 2010 that included approximately 50 staff members from all divisions that participate or are affected by the development review process. Karen Minkel, Strategic Planning and Internal Consulting Director, gave a presentation on the goals of City Plan 2025 and then staff members worked in small groups to identify inconsistencies between City Plan and other codes and ordinances and suggest changes for City Plan 2030.

Strategic Planning staff also solicited input from the Planning Commission and City Council in September 2010, asking members to identify the success stories and areas for improvement. The project team utilized this initial input and analysis to develop the areas of focus for the public input process. City staff spread the word about City Plan 2030 by creating a public service announcement that aired on the government channel and other local stations, placing ads in the local newspaper and *Fayetteville Flyer*, conducting an interview for a local public radio station, distributing flyers at First Thursday events, and ensuring that email invitations were sent multiple times to the Chamber of Commerce membership, Fayetteville Council of Neighborhoods, Fayetteville Forward groups and previous participants in City Plan 2025 and neighborhood master plan charettes.

Input Session at Bank of Fayetteville



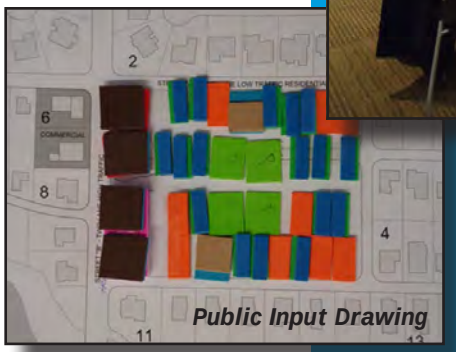
Public Input Drawing

PUBLIC INPUT

Two public input sessions were held in October 2010 and one was hosted live on the internet in a webinar format, so that stakeholders could participate from an alternative location if they couldn't be present. The first session was held at the Bank of Fayetteville on the Square on October 7, 2010, and the second was held at the Fayetteville Public Library on October 15, 2010, where the presentation component was also broadcast as a webinar. At each session, participants gathered around base maps of the city and worked in small groups. A member of the project team was placed at each table to serve as a facilitator and guide the participants through a series of planning exercises.

Input Session at Fayetteville Public Library

Karen Minkel led the participants through a "food for thought" presentation that reviewed the goals of City Plan 2025 and then posed three key questions: 1) What should an enduring green network look like?; 2) Where should development be incentivized?; and 3) How would you design a new development within your own existing neighborhood and how would you deal with neighbors' concerns? Participants worked to answer these three key questions and reach a consensus in approximately 40-50 minutes.



Public Input Drawing

A participant from each table then served as a spokesperson and shared the group's conclusion with the large group. A total of 12 table groups with 8-10

stakeholders participated in the exercise.

Strategic Planning staff also conducted an online survey from October 15 through November 15 that asked the questions posed at the public input sessions. The site included the presentation from the input sessions, and survey respondents were encouraged to view the presentation before completing the survey. Sixty-seven stakeholders completed the online survey.

In addition to the public sessions and online survey, staff held technical meetings with stakeholder groups to address specific topics. These meetings took place during the months of October and November and included the Fayetteville Chamber of Commerce, Fayetteville Public School Superintendent Vicki Thomas, the University of Arkansas Campus Planning staff and a session focused on attainable housing that included representatives from the Northwest Arkansas Housing Coalition, Partners for Better Housing, Fayetteville Housing Authority and local developers and architects.

Of the many ideas that emerged from the exercise and online survey, some of the most widely shared "big ideas" were:

- an Enduring Green Network should link natural areas and prohibit motorized vehicles
- development should be incentivized along corridors and nodes, particularly College Avenue
- infill development creates concerns mainly about traffic increases and potential for rental property
- mass transit must be promoted

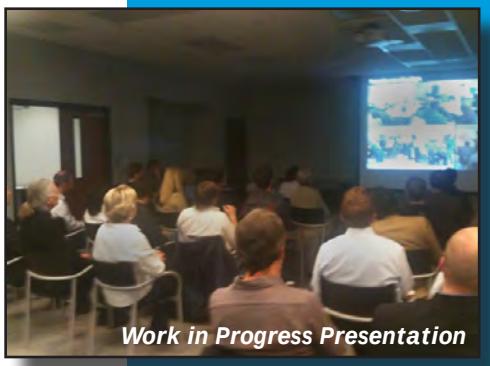
UPDATING THE PLAN

After documenting and reviewing the input from staff, elected officials, members of the public and technical groups, the project team worked to assemble a new framework that keeps intact the original goals and identified concrete action steps that will advance the goals over the next five years. The project team then applied City Plan 2030's principles to the Future Land Use Map and Master Street Plan, updating them based on the feedback received during the public input process. These drafts were reviewed during several work sessions with the Planning Commission to solicit additional critiques and then presented at a Community Presentation on February 24. City Plan 2030 and the Future Land Use Map were adopted by the City Council on July 5, 2011.

green	*walkable*	*comfort*
healthy	*neighborhoody*	*efficient*
welcoming	*compact*	*fun*
community	*entrepreneurial*	*thriving for all*
fabulous	*hub*	*inspired*
unique	*eclectic*	*conscious*
progressive	*innovative*	*forward thinking*
vibrant	*contraversial*	*busy*
urbane	*smart*	*international*
accessible	*home*	*friendly*
livable	*egalitarian*	*comfortable*

Citizens' words for Fayetteville in 2030

Input Analysis



Work in Progress Presentation

CITY PLAN 2030

10 Framework

Goals

Objectives

Actions

Goal 1
We will make appropriate infill and revitalization our highest priorities.

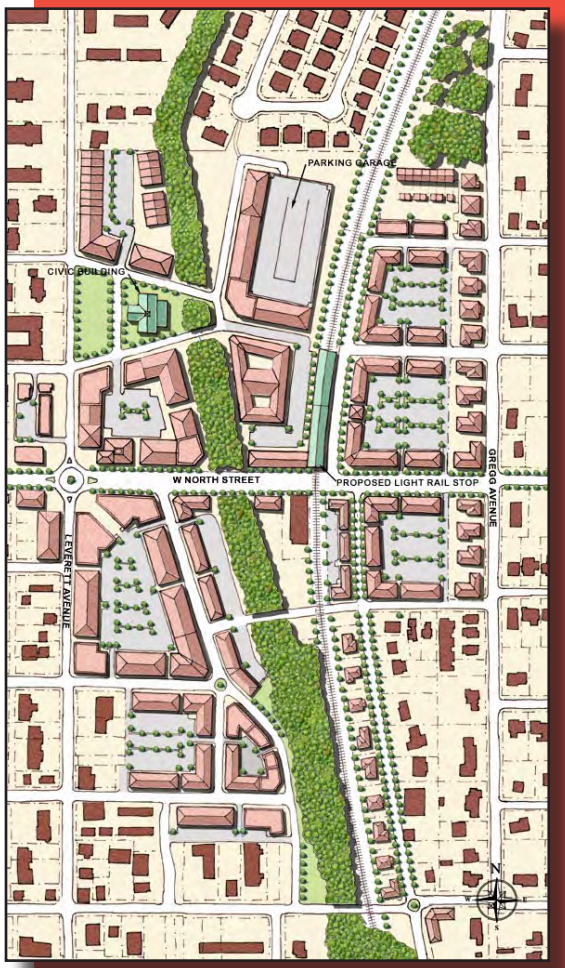
Goal 2
We will discourage suburban sprawl.

Goal 3
We will make traditional town form the standard.

Goal 4
We will grow a livable transportation network.

Goal 5
We will assemble an enduring green network.

Goal 6
We will create opportunities for attainable housing.



CITY PLAN 2030

FRAMEWORK

The Framework chapter establishes a vision for what Fayetteville can achieve by 2030 and is designed for use by elected and appointed officials, City staff, residents, businesses and developers. This chapter contains six goals that were developed through an intensive public participation and internal analysis process. Each goal contains policies that provide guidance for decision-making and achieving the stated goal. Policies typically don't have a time frame, as they provide direction only; however, action steps are specific measures that the City pursues to implement these policies. While some action steps are ongoing, most have an identifiable time frame for completion.

Table Exercise at Public Input Session

VISION STATEMENT

In 2030, Fayetteville will be a resource-efficient community, in which citizens and stakeholders can live, work, learn, and grow. Fayetteville will have adopted policies to achieve sustainability, to provide economic growth, to preserve and protect our natural and cultural resources, and to enhance the quality of life for all residents. Residents will have equitable access to neighborhoods that are healthy, walkable, and distinct.

GOALS

The six goals in the Framework chapter reinforce the community's vision for Fayetteville in 2030, and individually, address major concerns raised by the public. Collectively though, these goals advance the idea of a sustainable community, in both rural and urban areas. The City of Fayetteville defines "sustainability" as meeting the needs of the present population without compromising future generations' abilities to meet their own needs.

Downtown Fayetteville

Our rural environment contains great natural resources, including forests, agricultural lands and numerous streams and lakes. These amenities must be preserved and enhanced, as they are unique qualities that set Fayetteville apart from other cities in the region. This generation and the next will observe the loss of these amenities, declining water quality and elimination of the most productive agricultural lands that support local food production, if inefficient, low-density development patterns are continued and transportation issues are not addressed. This will have an economic impact as well, since the quality of life offered by Fayetteville is an important marketing factor for residents and employers.

The core of the city contains many of our historically significant buildings, neighborhoods and landscapes. Each reflects the history of Fayetteville and the community's character and identity. Historic preservation is not only a cultural benefit, but an alternative to greenfield development. Smart urban design enhances Fayetteville's urban fabric by promoting the re-use of existing buildings and limiting suburban sprawl through the encouragement of infill development in core areas of the City.

Goal 1: We will make appropriate infill and revitalization our highest priorities.

Encouraging appropriate infill and revitalization as a top priority will allow Fayetteville to maintain its unique character and minimize the impacts of sprawl. There are numerous areas throughout the City where opportunities for appropriate infill development exist. By making infill a priority, the City should also consider mechanisms to ensure quality development and promote appropriate development that reflects the existing community character of Fayetteville's neighborhoods. In order to realize appropriate infill development and revitalization opportunities, it is necessary for the City to inventory and map the locations of vacant or underutilized land. The City can then promote the inventoried opportunities to new investors.

Southgate Shopping Center Infill, From the Walker Park Master Plan

Examples of residential and commercial infill & revitalization

CITY PLAN 2030

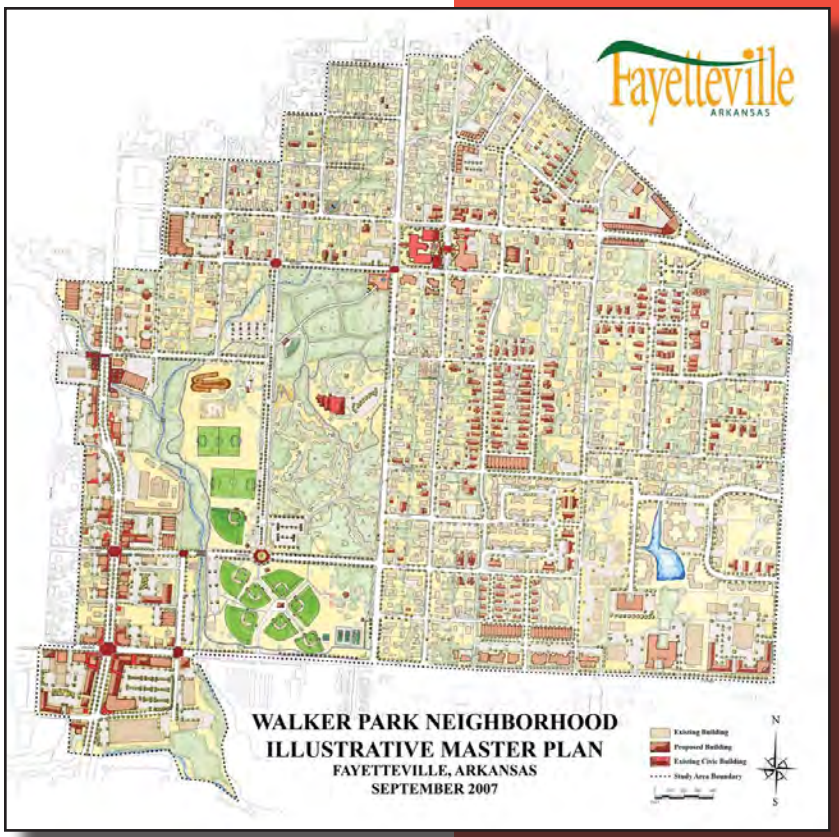
Objectives:

a. ***Allow as-of-right development in designated locations***

As-of-right development in infill locations can lower the cost of development by removing uncertainty and speeding the approval process. The best way to achieve as-of-right development is to prepare specific area plans and revise the land development regulations to allow for the type of growth and development the community desires.

b. ***Recognize the benefits and cost savings of utility and road infrastructure that exists in the core of the city and develop a fee structure that benefits infill over greenfield development***

Impact fees must have a rational nexus to the actual impact of development. The current fee structure is the same for infill as for greenfield development placed far from the urban core. Dispersed development requires more infrastructure per unit resulting in higher per unit costs, and additional maintenance costs. Development in the city core has access to existing infrastructure that is already available and currently maintained. There are definitely impacts from infill development, but when such development encourages walking and alternate transit use that reduces the burden on the existing transportation system, a lower fee or exemption may be warranted.




Future Greenfield Subdivision

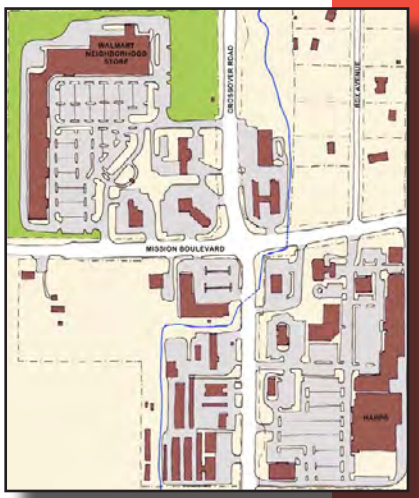

Development on West Side of Fayetteville

c. *Convert shopping centers & commercial corridors to mixed-use centers, adding residences, offices, & lodging*

The infill of existing centers and corridors allows the economic recapture of land value for the developer while producing development that shortens trips for residents and uses existing infrastructure. This strategy for converting shopping centers into mixed-use centers has been used by national developers and shopping center owners. A variety of uses creates the ability to live, work, shop and have daily needs and services met within walking distance. It is important to encourage and provide more opportunities for people to live and work in the City. Encouraging a balance of people living and working in the same area has several benefits, including: less daily trips that rely on the regional road network; increased support for local businesses; and a greater variety of housing options for Fayetteville residents.

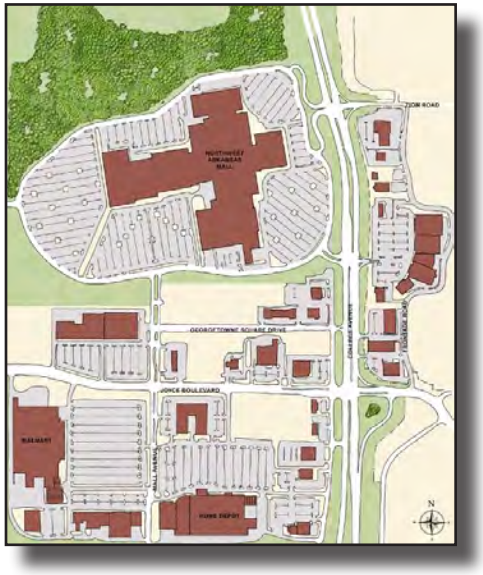
Fiesta Square 2006

Fiesta Square 2030



Mission & Crossover 2006

Mission & Crossover 2030



Uptown 2006

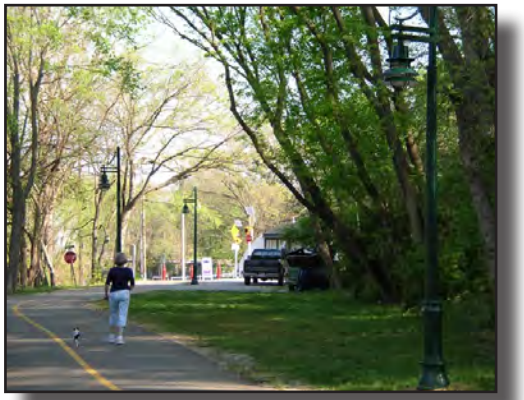
Uptown 2030

d. Promote densest development around logical future transit stops

Transit requires density. In a study undertaken for the Portland Metro Area Westside Light Rail, a literature review demonstrated that mode capture was greatest within walking distance of the station (30 percent) and fell off as distance increased with very low capture outside of a mile radius unless park-and-ride facilities were provided. The implication is that providing transit requires the greatest concentration of housing and jobs to be within walking distance of transit stations. For this purpose, such development should be within a quarter-mile of the transit facility. If transit is to serve a regional function, the densest development should be located in the vicinity of transit stations to ensure an effective and well-used system.

e. Reinvest in parks, streets, & civic buildings within the heart of the city

The tree-lined streets, parks, and historic civic buildings found in Fayetteville's older neighborhoods greatly contribute to the unique community character and high quality of life that residents treasure. Preservation of our tree-lined streets and parks and adaptive reuse of our historic civic buildings will maintain the community's cultural identity.



Reinvestment in the City core

North & Leverett, 2030 Transit-worthy design

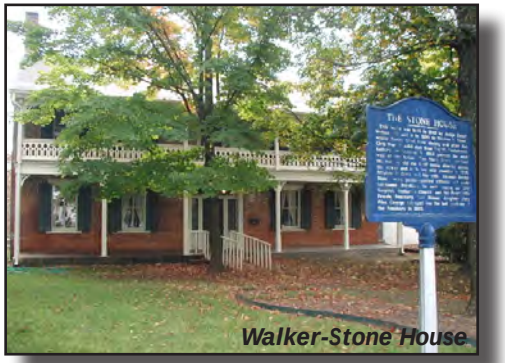
f. Encourage historic preservation & adaptive re-use of buildings

Historic preservation is crucial in retaining a community's character, identity, and evolution. Preservation and restoration can be an effective tool for economic development and revitalization, achieving urban sustainability through reducing waste and emissions, and maintaining property values. Recent calculations indicate that it takes 35 to 50 years for a new energy efficient building to save the amount of energy lost in demolishing an existing building (National Trust for Historic Preservation).

Preservation and adaptive reuse of Fayetteville's historically significant structures and landscapes should be encouraged and achieved by a variety of methods, such as public education and outreach, establishing local historic districts, accepting façade easements, and amending the City's zoning and development regulations.


Bank of Fayetteville Building


Fulbright Building


Walker-Stone House

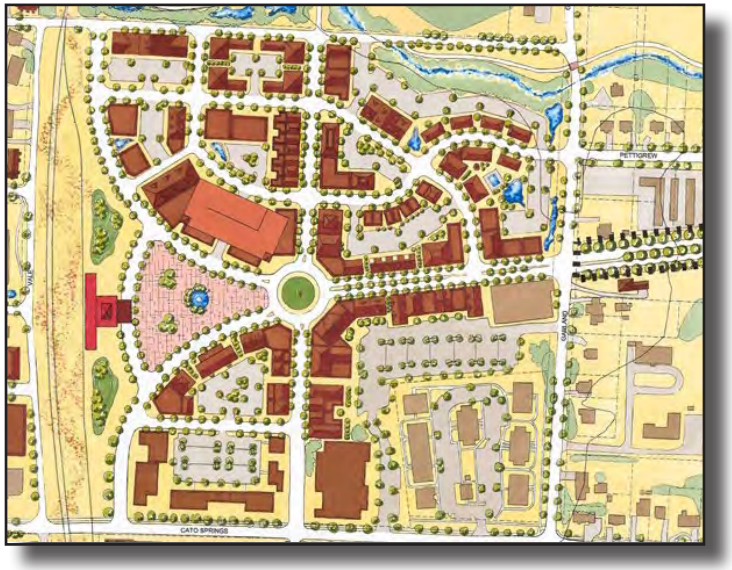

Eason Building


Washington Elementary


Root Elementary

g. Encourage new development that supports and complements the unique characteristics and economic values of employment clusters in and around downtown, the U of A, the north end, the rail corridor, Drake Field and the Industrial Park.

University of Arkansas Sports Complex



Fayette Junction Illustrative Plan showing mixed use/transit oriented development

3-D model of proposed Fayette Junction build-out

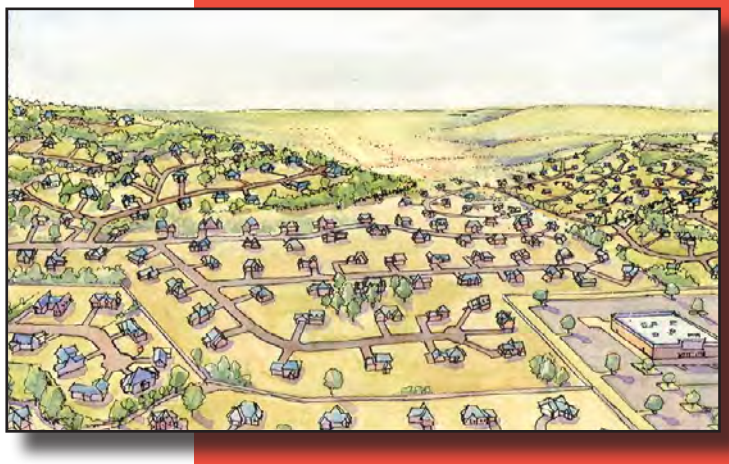
h. Determine feasibility of a tiered impact fee system.

A tiered impact fee system requires new development to pay its proportionate share of the costs to the municipality associated with providing necessary public services to the development based on its location. Phoenix, Arizona, Bellevue, Washington, Kansas City, Missouri and Conway, Arkansas have all implemented an impact fee system where the fee varies depending on where the development is proposed.

Goal 2: We will discourage suburban sprawl.

As Fayetteville's population continues to increase, the city must continue to work with the community and enact regulations to discourage suburban sprawl. For decades, zoning practices have supported a separation of land uses; in doing so, development has spread across the natural landscape and made people solely dependent on the automobile to get from here to there. The impacts of sprawl have caused increased traffic congestion, as well as health problems relating to obesity and the lack of highly walkable places in communities. To counter suburban sprawl, the city should employ a Smart Growth strategy for handling new development. This update to the Comprehensive Plan is a step in the right direction for combating sprawl. Based on input received from the community throughout the planning process, it is apparent that Fayetteville residents want to maintain a high quality of life and support increased growth in the center of the city and limit growth on the edges of the city.

Typical Subdivision in Fayetteville



Sprawl Development Pattern

Traditional Development Pattern

CITY PLAN 2030

Objectives:

a. Pursue a transfer of development rights program, or other tools that compensate land owners for land preservation

Transfer of development rights can be used to reimburse property owners whose land is better used for open space, institutional use or low density by allowing the sale of density rights to parcels where the higher density is desired. This is important because it allows the City to zone density selectively where it is desired while compensating property owners whose land would otherwise have gone into suburban development in far-flung or inappropriate locations.

b. Develop alternative development patterns that encourage efficient use of land at the edge of the city, or in newly annexed areas

Development techniques such as conservation subdivisions allow the same number of homes as a conventional subdivision, often with reduced infrastructure costs, while also preserving open space, valuable farm land, and natural resources.

c. Direct capital improvements into infrastructure that encourages and supports infill and revitalization

Replacing and upgrading aged infrastructure in the core of the city provides improved service and fire protection for residents and businesses. Additionally, these improvements can provide a financial incentive for revitalization projects instead of extending new services into greenfield areas.

d. Maximum City influence over development and preservation in outlying unincorporated areas

Sprawl Development Pattern

Conservation Development Pattern

Source: "Conservation Design for Subdivisions" by Randall G. Arendt

Fayetteville's growth over time. Images courtesy of University of Arkansas Community Design Center.

CITY PLAN 2030

Goal 3: We will make traditional town form the standard.

As cities grow, it is natural to add or fill-in existing neighborhoods and to build new neighborhoods. Whether completing an existing neighborhood or creating a new one, it is important to keep the entire neighborhood unit in mind – meaning, you don't just create a single use development, but that you create a place that has more of the things that people need every day. A complete neighborhood contains not just houses, but a mix of uses that are adaptable for change over time. The houses that are included are not just one type; they are a range of housing types that occur on a variety of lot sizes. A variety of uses within a neighborhood creates the ability to live, work, shop and have daily needs and services within walking distance. As we look to the future of Fayetteville, it is important to encourage and provide more opportunities for people to live and work in the same area. Encouraging a balance of people living and working in the same area has several benefits, including: less daily trips that rely on the regional road network; increased support for local businesses; and new and older homes can provide a greater variety of housing options for Fayetteville.

The Transect- See Illustration p. 10-16

The Transect is a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism. These are administratively similar to the landuse zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the transect scale.

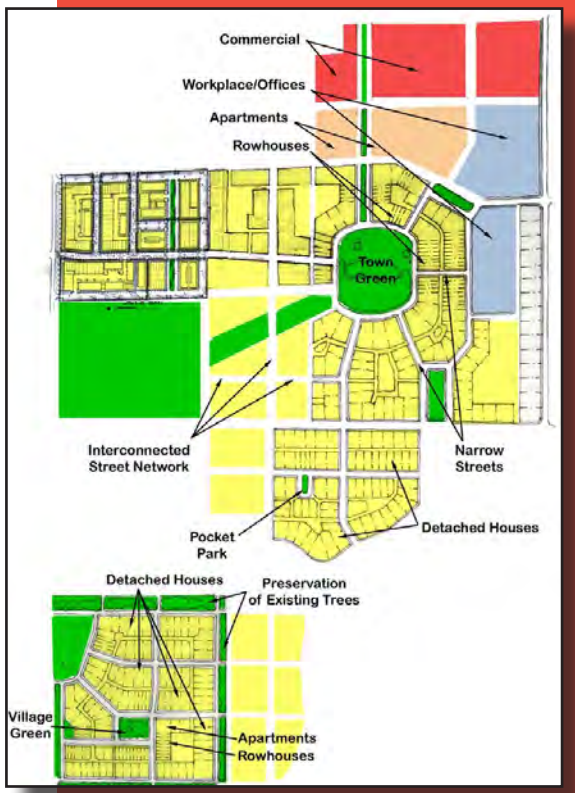
Objectives:

a. Require new growth that results in neighborhoods, districts and corridors that are:

1. ***compact - via denser housing; meaningful open spaces & preserves; small blocks***
2. ***complete - via varied housing; mixed uses; civic uses; jobs-housing mix in the neighborhoods***
3. ***connected - via street-oriented buildings; interconnected streets; interconnected greenways & trails***

Complete and Connected, Greenfield Development

Compact Greenfield Development



Examples Traditional Neighborhood Development

CITY PLAN 2030

b. *Prepare a transit-worthy community: densify in highly walkable areas along logical future transit routes, and anticipate rail, street cars and other alternative transit modes*

Vision for North & Leveret, 2030

c. *Increase the viability of businesses by leveraging the economic performance of appealing environments that are mixed-use, walkable, and integrated with green space*

Fayetteville Square

Mixed Infill. From the Fayette Junction Master Plan

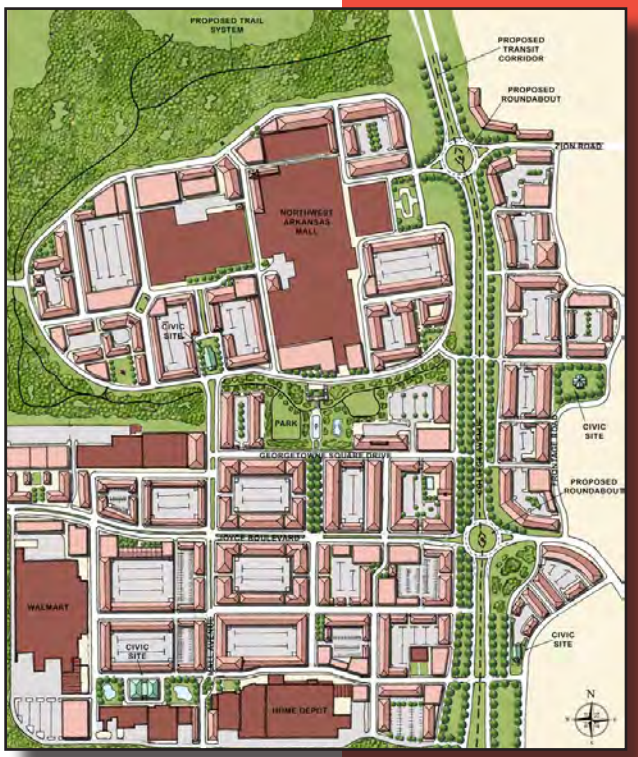
North Street, Transit Oriented Development

CITY PLAN 2030

d. Aggregate employment into mixed use centers with amenities

Single-use business districts should be expanded to include residential, retail, open space, civic and entertainment uses. Mixed-use developments create active urban areas during more hours of the day, increase housing options, reduce auto dependence, and create a local sense of place and a unique destination.

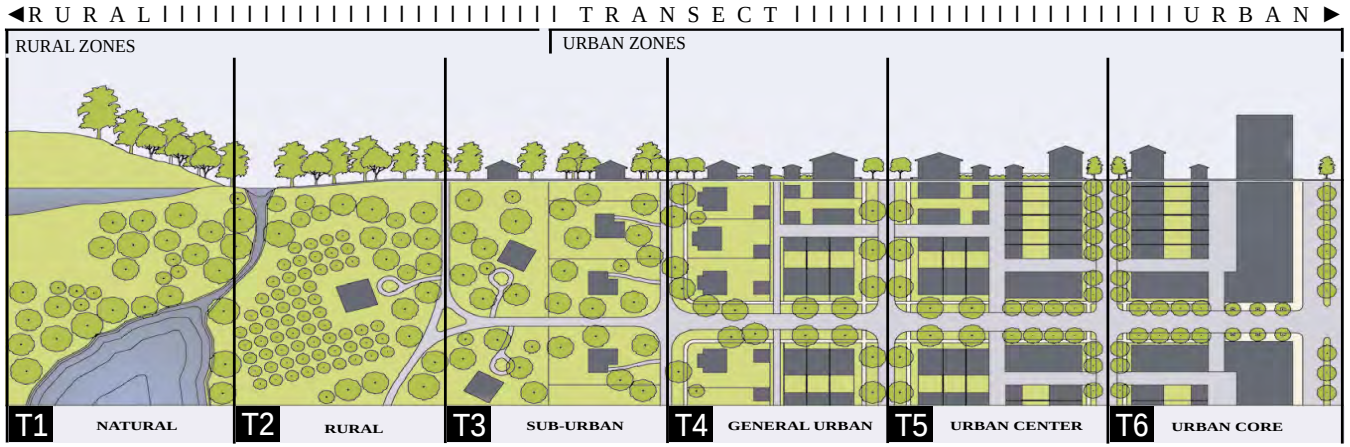
Dickson Street and West Ave.



Uptown, 2030

CITY PLAN 2030

Transect System Illustrated: Elements that determine urbanism exist in a range that can correspond to the gradient of the Transect. Most of the elements listed here are addressed in the SmartCode prescriptions.

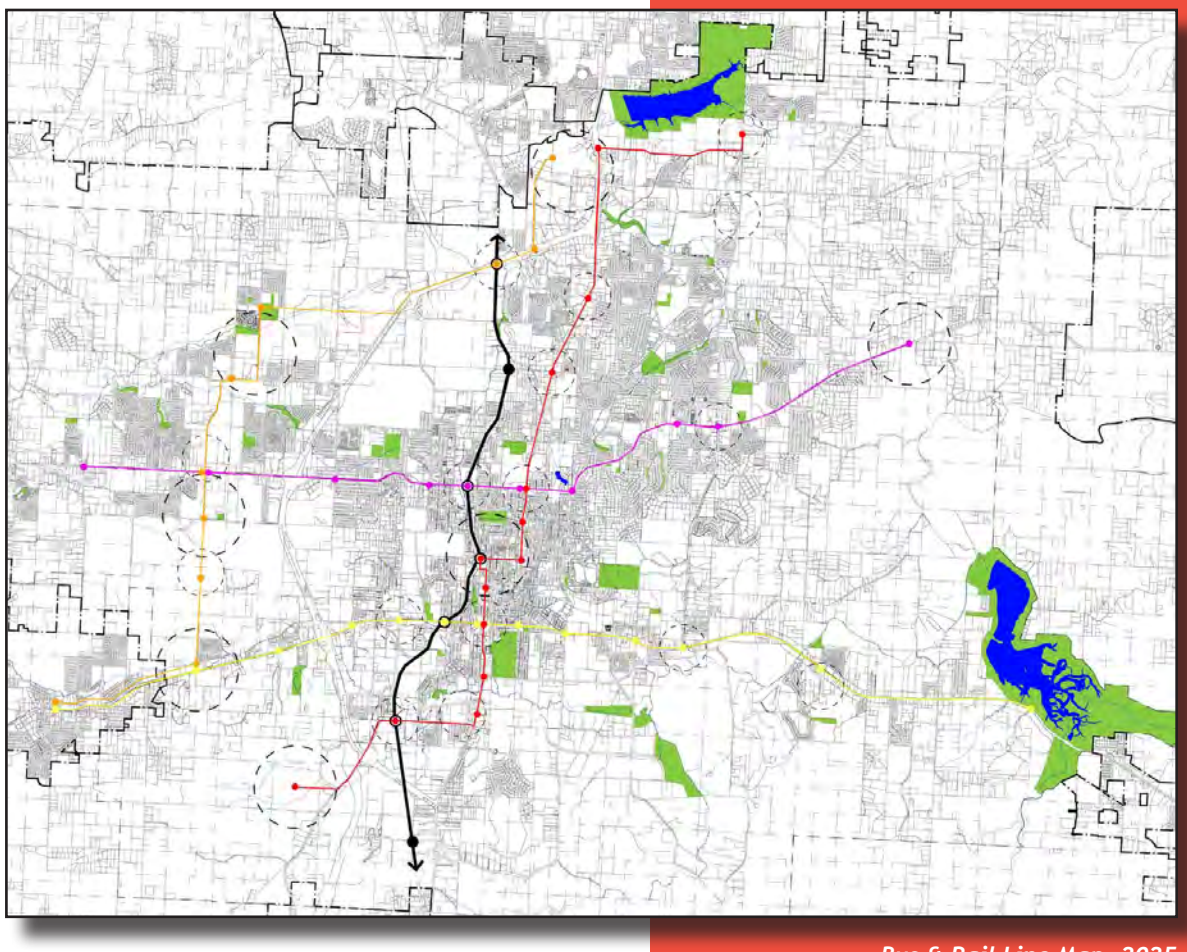


PRIVATE	LESS DENSITY	MORE DENSITY
	LARGER BLOCKS	SMALLER BLOCKS
	PRIMARILY RESIDENTIAL	PRIMARILY MIXED-USE
	SMALLER BUILDINGS	LARGER BUILDINGS
	MORE GREENSCAPE	MORE HARDSCAPE
	DETACHED BUILDINGS	ATTACHED BUILDINGS
	ROTATED FRONTAGES	ALIGNED FRONTAGES
	YARDS & PORCHES	STOOPS & SHOPFRONTS
	DEEP SETBACKS	SHALLOW SETBACKS
	ARTICULATED MASSING	SIMPLE MASSING
	WOODEN BUILDINGS	MASONRY BUILDINGS
	GENERALLY PITCHED ROOFS	GENERALLY FLAT ROOFS
	SMALL YARD SIGNS	BUILDING-MOUNTED SIGNAGE
	LIVESTOCK	DOMESTIC ANIMALS
PUBLIC	ROADS & LANES	STREETS & ALLEYS
	NARROW PATHS	WIDE SIDEWALKS
	HIGH L.O.S. STANDARDS	LOW L.O.S. STANDARDS
	OPPORTUNISTIC PARKING	DEDICATED PARKING
	LARGER CURB RADII	SMALLER CURB RADII
	OPEN SWALES	RAISED CURBS
	NIGHT SKY	BRIGHT LIGHTING
	MIXED TREE CLUSTERS	ALIGNED STREET TREES
	MORE SILENCE REQUIRED	MORE NOISE ALLOWED
CIVIC	LOCAL GATHERING PLACES	REGIONAL INSTITUTIONS
	PARKS & GREENS	PLAZAS & SQUARES

Goal 4: We will grow a livable transportation network.

In proposing to add 37,000 residents while maintaining the character of Fayetteville, transportation and congestion are of great concern to residents and businesses. To plan for the future of Fayetteville, the City must consider a multimodal transportation network.

Efficient transit depends upon nodes or concentrations of population and employment that can be served efficiently. At the same time, creating nodes of development is greatly enhanced by the addition of transit. In studying over 60 transit-oriented development areas, it was found that residents and businesses are willing to pay a premium to locate adjacent to fixed guideway transit, *even if they don't use it.** Transit can thus become a tool in the arsenal of economic development to provide incentives for employers and developers to locate in an area. As part of a regional strategy, the city that best makes use of the opportunities of transit by locating transit to capture regional markets can solidify its position in providing entertainment, arts, restaurants, and employment centers within proximity of multiple amenities that are less available in auto-oriented development. The implication is that if Fayetteville plans for transit and installs the prerequisite development, Fayetteville will become the originating hub for transit when funding is available. The strategic importance of this cannot be overstated. Transit allows the creation of employment centers and entertainment and arts districts that can serve an entire region rather than just the local market.



Bus & Rail Line Map, 2025

* This is counterintuitive. On a per square foot basis, retail and office rents were approximately ten percent higher than comparable space outside the station area, while residential varied greatly but appeared to have at least a fifteen percent increase in value. Hillsboro Westside Light Rail Study, Leland Consulting Group and ERA, 1994

Objectives:

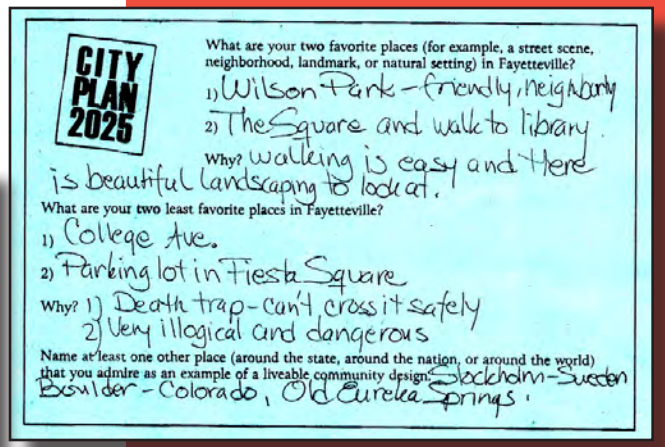
a. Community design should precede and outrank traffic planning

To achieve urban places that encourage (and thrive with) pedestrians as part of the mobility mix, the patterns of proposed development must be specified first, during the community planning stage.

Land use decisions should be the first priorities for cities, with suitable transportation planning to follow. Then, transportation plans for balanced mobility can be crafted with all modes of travel being considered.

On-street Bike Lanes


Urban Pedestrian Realm


CITY PLAN 2025

What are your two favorite places (for example, a street scene, neighborhood, landmark, or natural setting) in Fayetteville?
1) Wilson Park - friendly, neighborly
2) The Square and walk to library.
Why? walking is easy and there is beautiful landscaping to look at.

What are your two least favorite places in Fayetteville?
1) College Ave.
2) Parking lot in Fiesta Square
Why? 1) Death trap - can't cross it safely
2) Very illogical and dangerous

Name at least one other place (around the state, around the nation, or around the world) that you admire as an example of a liveable community design: Stockholm - Sweden Boulder - Colorado, Old Eureka Springs.

b. Make walkable, cyclist-friendly road designs with slow design speeds, and block-and-street layouts the standard; walkability is part of the street function

As new streets are added or existing streets are improved, walkability can be maintained through careful application of walkable street sections.


Block Avenue After Impovements

What factors contribute to an excellent pedestrian experience?

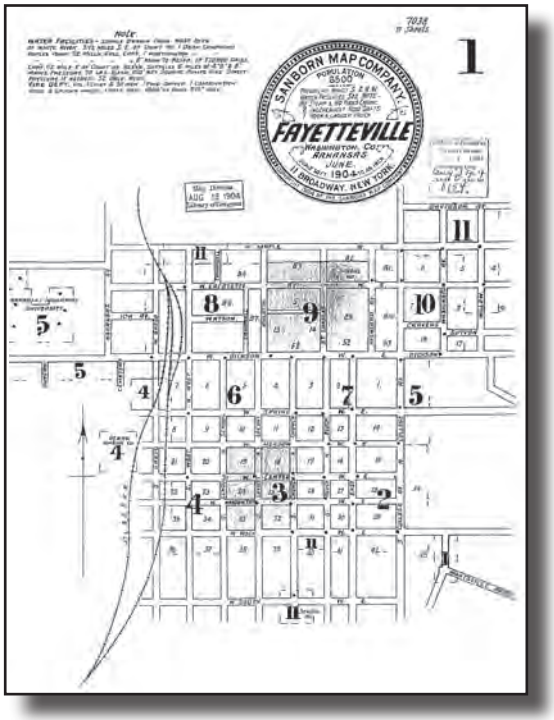
Observations & design experience suggest the following prioritized features.

1. Small Block Size
2. Buildings Fronting the Street
3. Mixed Land Use
4. Lower Traffic Speeds
5. On-street Parking
6. Interconnected Streets
7. Sidewalks
8. Lower Traffic Volumes
9. Street Trees

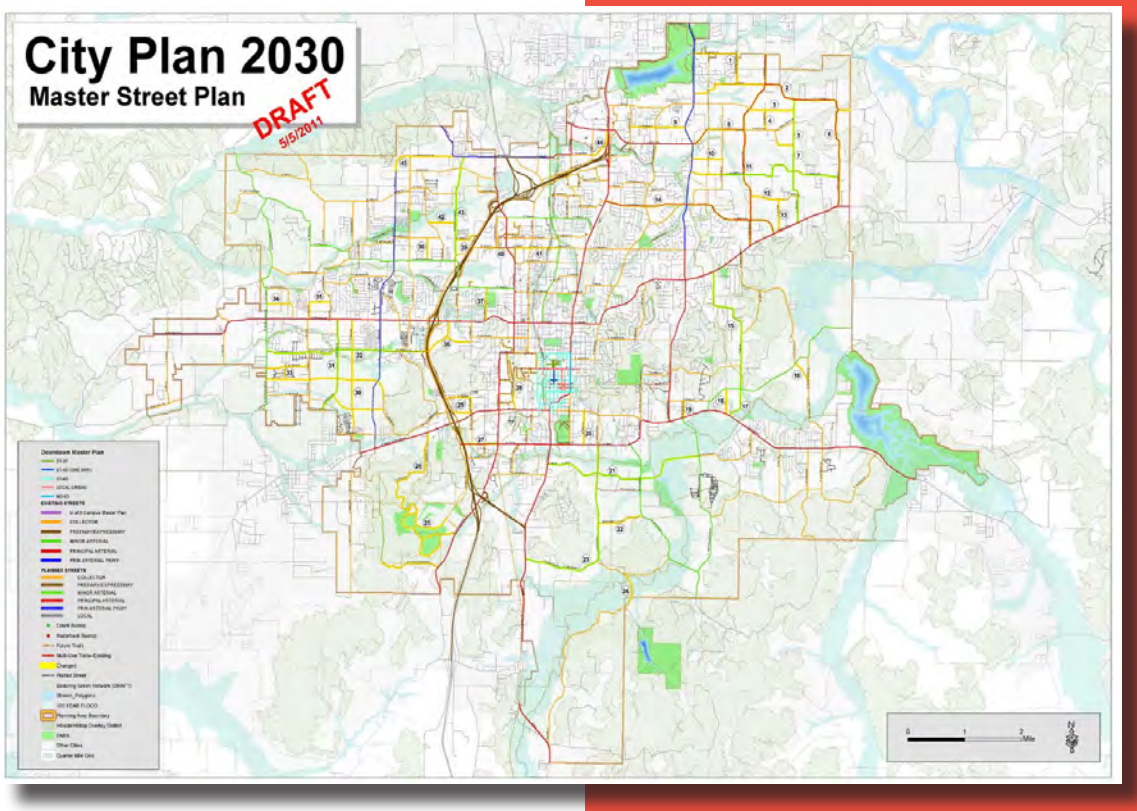
CITY PLAN 2030

c. Plan & construct multiple corridors instead of single oversized ones

An interconnected network of streets offers motorists a variety of options to get from one destination to the next. Generally, more streets per square mile result in a more open network and drivers can avoid the degree of peak hour congestion that occurs when a limited number of large streets become congested. Two two-lane roads are better that one four-lane road. Traffic can be easily dispersed within a road network, rather than all motorists having to depend on one major thoroughfare.

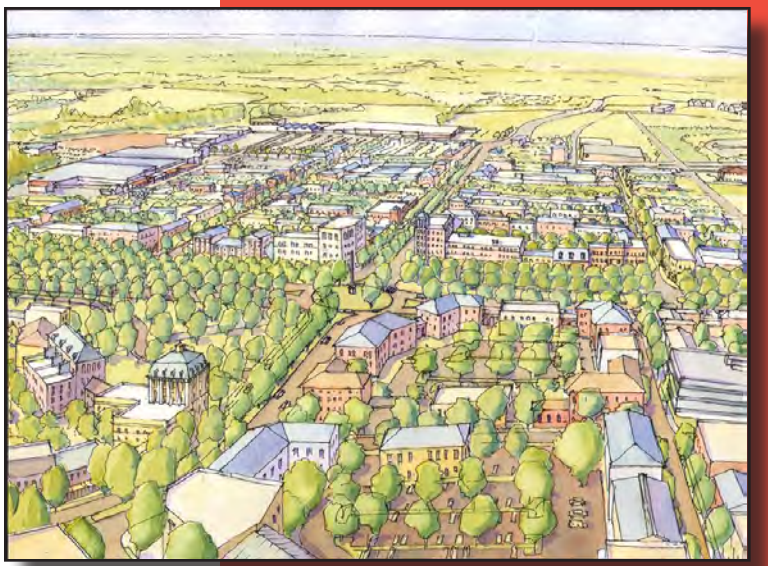


1910 Sanborn Map, Downtown Fayetteville

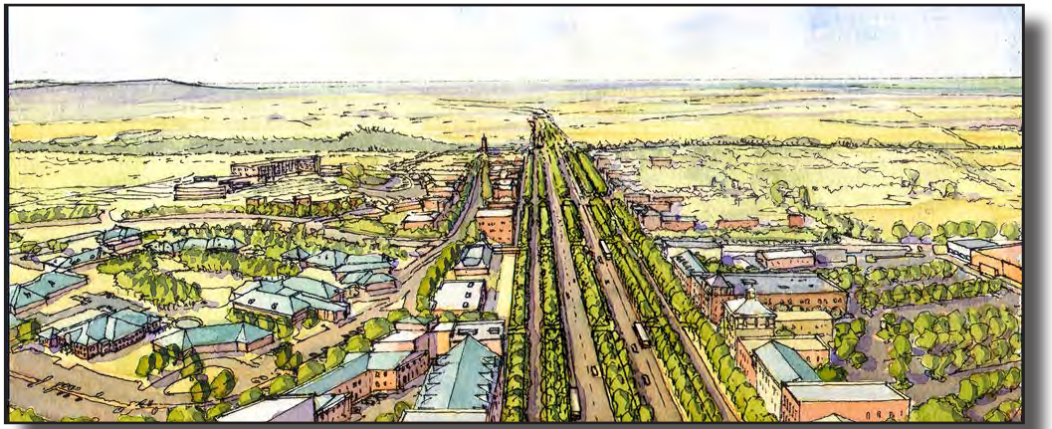


d. *Transform existing corridors into great streets: tree-lined, moderate speed, multi-modal, good addresses*

More than any other feature, streets define a community's character. "Great streets" are walkable, accessible to all, interesting, comfortable, safe, and memorable. While great streets accommodate vehicular and pedestrian travel, they are also signature public spaces. Great streets showcase high quality buildings; mixed-use streets provide good addresses for sustainable commerce while residential streets are key to livability in neighborhoods.



Joyce Boulevard, 2030

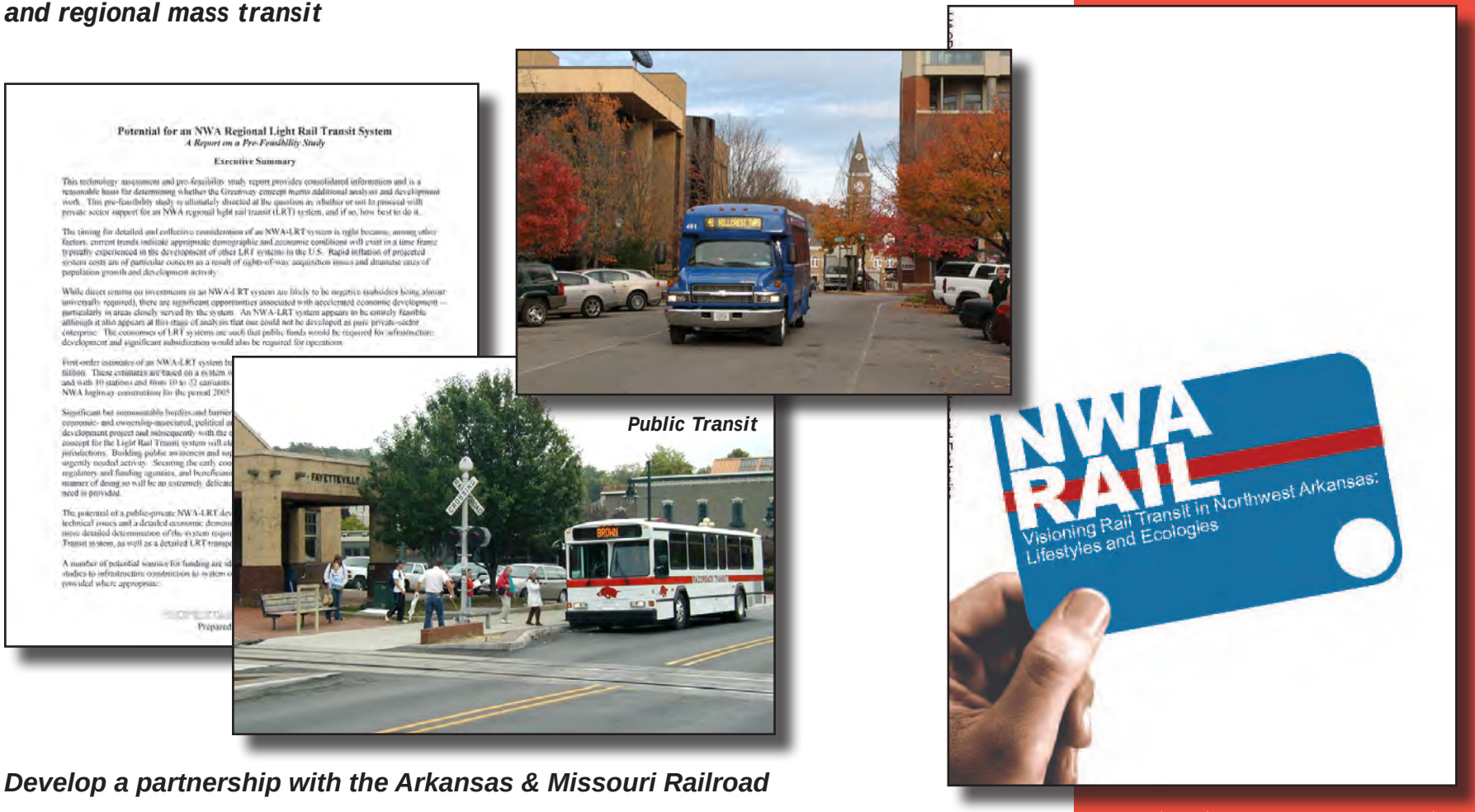


Fulbright Expressway, 2030

e. *Develop context sensitive corridor plans for major thoroughfares.*

Major thoroughfares are intended to carry heavy traffic volumes, often at high speeds. However, thoroughfares connecting regions vary in context greatly from those that exist within the city. Often these streets travel through established neighborhoods, dense urban environments, or even rural communities. Each of these should be designed to facilitate the necessary traffic volumes, but with respect to the surrounding environment.

f. Commit to evolving a rich menu of transit choices, including citywide and regional mass transit



2007 University of Arkansas Community Design Center Light Rail Transit Study

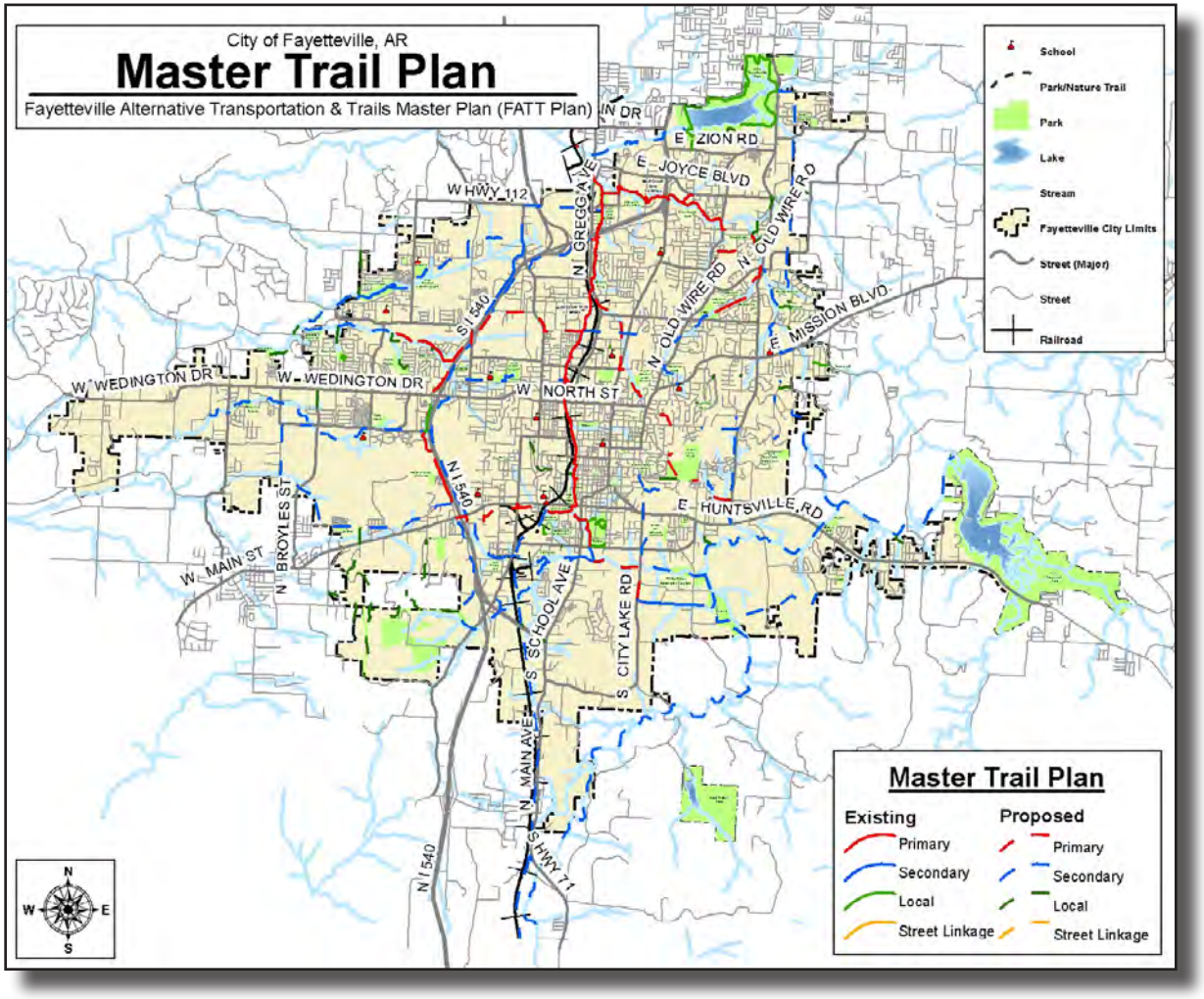
g. Develop a partnership with the Arkansas & Missouri Railroad

The Arkansas & Missouri Railroad has an established 139-mile rail corridor, providing services to communities from Fort Smith to Missouri. Railroads provide opportunities to transport raw materials and goods without using already congested roadways. And unlike the highway and interstate systems, railroads don't depend on governments to maintain or improve infrastructure. There is approximately seven miles of railroad within the City of Fayetteville, providing opportunities for economic development now, and through cooperation with the railroad, additional opportunities in the future.

CITY PLAN 2030

h. Plan employment in locations with access to walkable amenities and transit rather than in isolated locations

i. Expand and interconnect the sidewalk and trail system at the neighborhood, citywide, and regional levels




Lake Fayetteville Spillway Bridge


Scull Creek Ribbon Cutting

CITY PLAN 2030

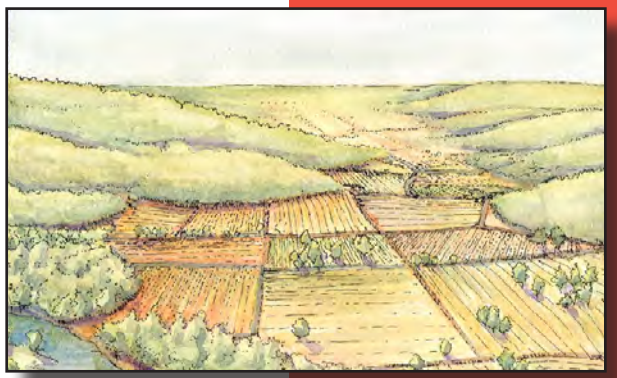
Goal 5: We will assemble an enduring green network.

"The Enduring Green Network connects people and nature through a mapped system of trails and green infrastructure. This network recognizes and assembles the ecological assets in Fayetteville that need to be preserved while providing a lasting connected corridor for wildlife. The strength, function and appreciation of the Enduring Green Network will develop over time as our community experiences these natural areas and distinct ecosystems." *(Description based on public feedback during City Plan 2030 public input sessions.)*

The natural environment, and connections with the environment, is part of what makes Fayetteville special. Residents treasure the quality of life associated with living in a place that offers magnificent views and a variety of recreational opportunities. The natural environment of Fayetteville needs to be properly preserved and enhanced. The City of Fayetteville community needs to increase efforts to protect the natural landscape, increase parks and trails, and preserve long views across open green spaces.

A green network helps maintain the community character and quality of life that makes Fayetteville the great city that it is today, and contributes to the economic success and stability of the City. Fayetteville must compete with other cities in the region for population, jobs, and retail sales. It has a number of assets unavailable to the other cities including the University of Arkansas, the Walton Arts Center, Dickson Street, and an intact city core area that is improving and strengthening. One of Fayetteville's overwhelming differences from other cities is the character and quality of the environmental setting. As such, nurturing this setting is of economic benefit to the city, as a quality environment confers value and attracts residents who all get to share in the common amenity. If the City chooses unregulated development that strips away the natural setting or reserves pieces of it for only a select few, it will lose one of its advantages in the regional economic competition. Since this environment is one of the advantages that distinguish Fayetteville from other cities, it can be an important factor in marketing the unique quality of life to future residents and employers.

Fayetteville Natural Heritage Association Green Infrastruture Study



CITY PLAN 2030

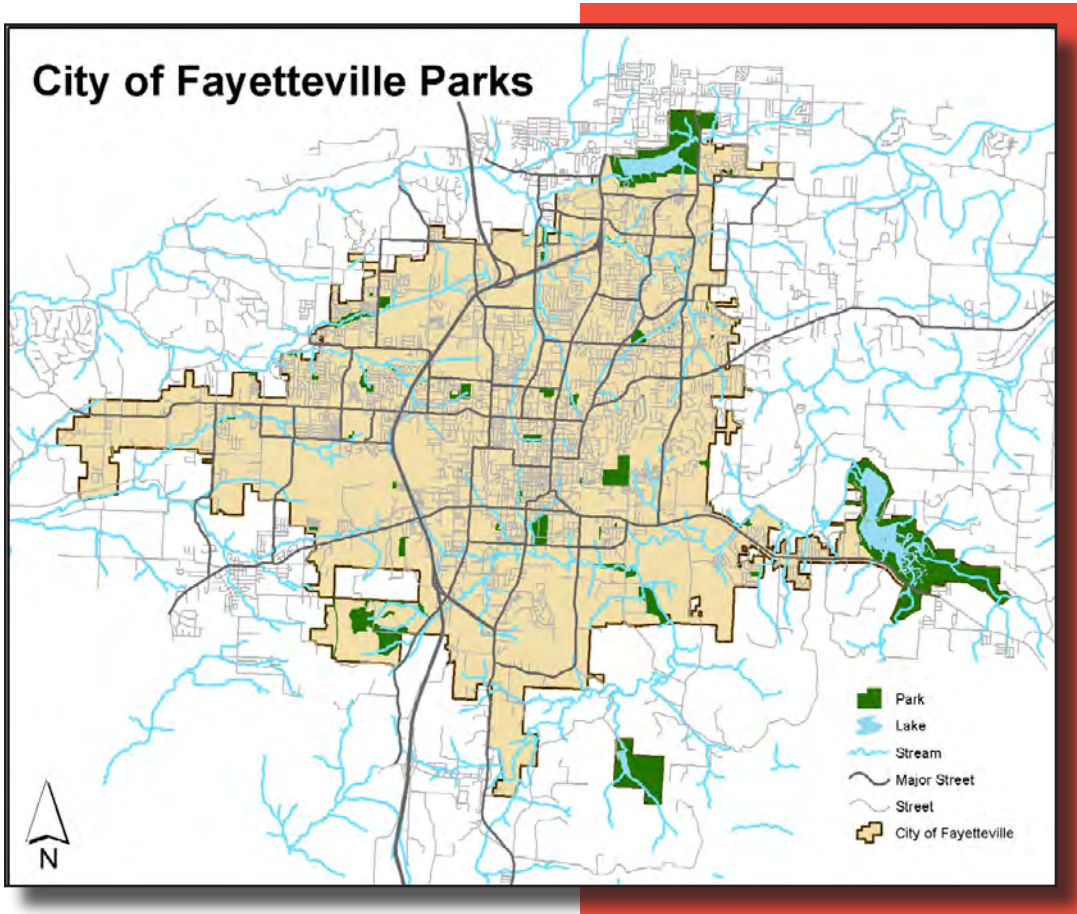
Objectives:

a. Vigilantly nurture a continuum of greenspace, including:

1. riparian buffer areas
2. canopy restoration and protection
3. small neighborhood parks, squares, commons and greenbelts
4. major parks and recreation facilities
5. greenways and trails
6. large-scale preserves for preserving hillsides, protecting natural habitats and water quality, and scenic vistas

b. Strategically plan for and acquire land that can be incorporated into the Enduring Green Network

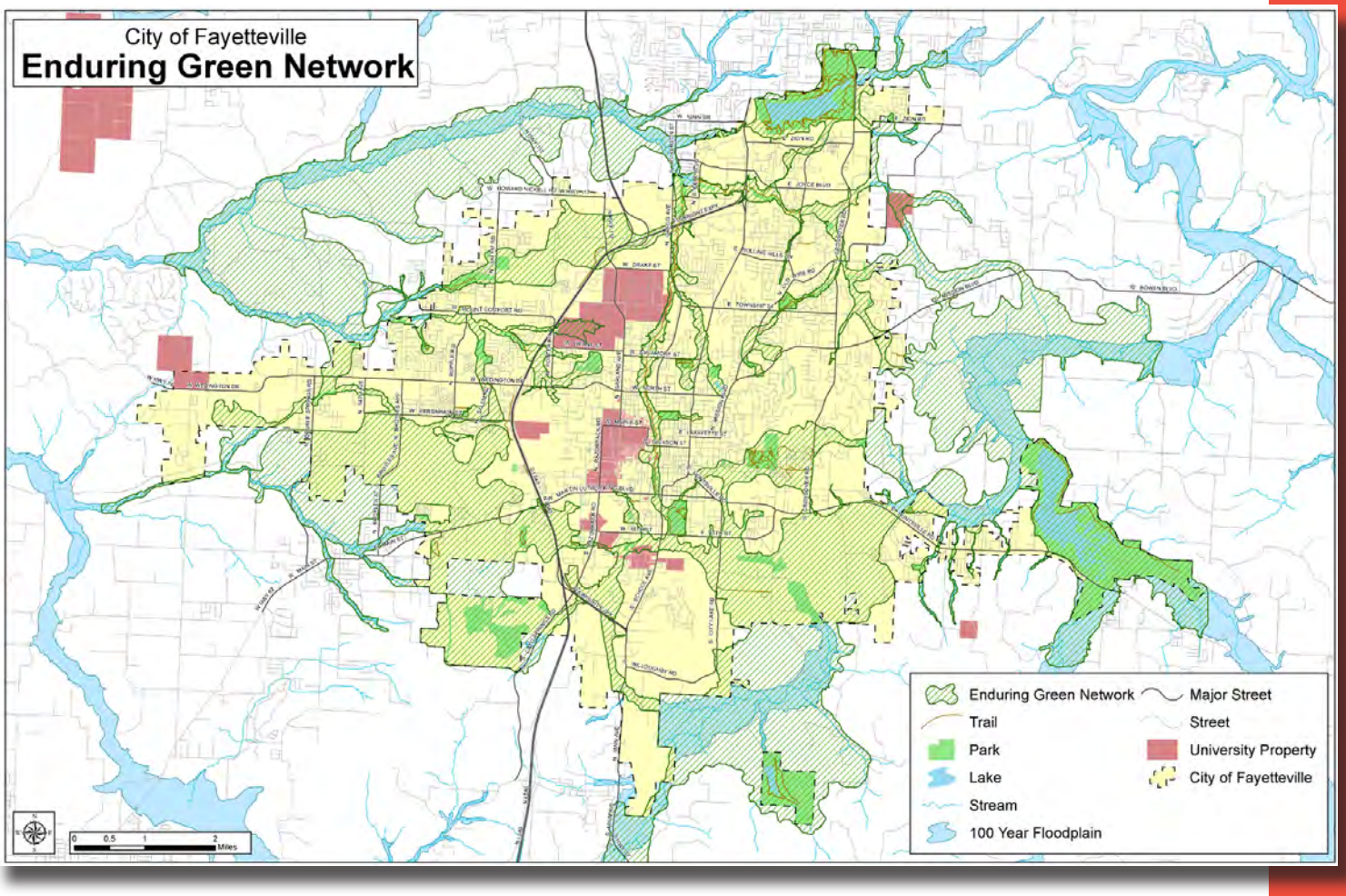
c. Promote conservation easements and alternative development patterns that encourage efficient use of land



Fayetteville City Parks

Fayetteville's Enduring Green Network

CITY PLAN 2030



The Enduring Green Network (EGN) map was created by highlighting existing natural resources, including the 100 year floodplain, parks, and trails, as well as the region's ecological and geographical features that the 2010 Fayetteville Natural Heritage Association Green Infrastructure study found to be important to functioning natural systems. The EGN was mapped as a broad boundary for use in locating possible properties within that could eventually become a continuous network of greenspace and trails. As the EGN is realized it will likely be a narrow corridor connecting larger open spaces. This map will be used as one of many tools to inform planners on land use decisions, park planners during the parkland acquisition process, and a guide for planning future trail corridors, as well as a resource for policy makers to prioritize land for preservation or conservation.

Goal 6: We will create opportunities for attainable housing.

Attainable housing typically refers to housing needed by those who make more than the income limit established for federal subsidies but still struggle in the current housing market. Rising land costs coupled with rapid growth in Fayetteville has resulted in a gap between the supply of attainable housing and the demand.

Housing also forms neighborhood identity and contributes to a sense of place. Creating opportunities for a variety of housing types, sizes and densities in all of Fayetteville's neighborhoods will help to accommodate a diverse population that significantly impacts the City's growing economy, preserve the City's sense of place, and meet our community's evolving housing needs.

Zoning District	Dwelling Type(s)	Percentage of Residential Zoned land 2010
RSF-4	Single- or Two-family	77.3%
RSF-7	Single- or Two-family	0.3%
RSF-8	Single- or Two-family	1.18%
NC	Single-, Two-, or Three-family	1.17%
RT-12	Single-, Two-, or Three-family	1.96%
RMF-6	Single-, Two-, Three-, or Multi-family	0.45%
RMF-12	Single-, Two-, Three-, or Multi-family	0.58%
RMF-18	Single-, Two-, Three-, or Multi-family	0.15%
RMF-24	Single-, Two-, Three-, or Multi-family	14.7%
RMF-40	Single-, Two-, Three-, or Multi-family	2.1%

Residential Zoning Acreges in Fayetteville 2010

Walker Family Residential Community

Accessory Dwelling Unit

Objectives:

a. *Increase housing choices by encouraging a mixture of housing types and sizes and disperse throughout the city.*

Varied housing types promote mixed-income neighborhoods and vibrant communities where attainable housing does not exist in isolation. These neighborhoods reflect traditional urban neighborhoods where households of varying economic means are integrated in the same neighborhood, allowing residents to age in place.

b. *Maintain the quality and quantity of existing attainable housing.*

The City of Fayetteville contains a number of homes that due to the size and date of construction are relatively affordable to own – compared to constructing a similar sized unit with today's land and construction costs. However, older housing units are not usually energy efficient, and without proper care, will begin to decrease in quality. Allowing these homes to fall into disrepair can force families to leave, resulting in the loss of their primary investment. Dilapidated homes can also hurt values for surrounding properties and even entire neighborhoods.

c. *Establish partnerships with non-profit and private entities to facilitate the development of attainable workforce housing.*

Planning tools address a component of an attainable housing solution. A comprehensive approach to increasing the attainable housing available requires multiple partnerships among the public, non-profit and private sectors. However, attainable housing should not be grouped or focused in any particular area of the city, and should always respect the scale of surrounding developments.

d. *Make housing relatively more affordable by influencing cost of living items such as utilities and transportation.*

Complete, compact and connected neighborhoods are pedestrian-friendly and provide everyday services within walking distance, allowing residents to reduce transportation costs, which could positively affect their ability to obtain housing. Likewise, programs that support energy efficient housing and home energy retrofits reduce monthly utility bills and overall cost-of-living expenses.

Action Steps:

Action steps are specific measures that the City pursues to implement the above stated goals and policies. While some action steps are ongoing, most have an identifiable time frame for completion in the next five years.

Create a complete neighborhood or corridor plan every other year utilizing a charrette process, and analyze water and sewer capacity to identify opportunities or limitations for development. (Goals 1, 4 & 6)

The City should designate areas within the current city boundaries for developing neighborhood and corridor plans. By working with the community to establish a clear vision for each sector of the city, a plan and corresponding revision to the land development regulations could be adopted. By adopting a plan and code that the community supports, as-of-right development could be supported. Complete neighborhood plans in the core of Fayetteville could also be used to provide density bonuses for developers who designate a percentage of their development for attainable housing or "green" buildings.

Evaluate the intent of the nonconforming section of the Unified Development Code, and provide opportunities for preservation and creative reuse of existing buildings that contribute to neighborhood character. (Goals 1 & 2)

Modify water and sewer growth models based on the Future Land Use Map. (Goals 1 & 2)

Continue to develop and implement form-based codes that establish clear design standards and assure neighbors that new development will be desirable and compatible. (Goals 1, 3, 4 & 6)

Appropriate regulations that are supportive of community endorsed planning policies can encourage development by providing clarity and certainty. A zoning process that requires additional hearings and variances increases the risk of time and money to developers but has not proven effective in guaranteeing the desired results. By establishing clear standards that support the City's vision and providing a visual guide to design criteria, investors can be certain that their project will be approved if they follow the rules.

A Form-Based Code is a land development regulatory tool that places primary emphasis on the physical form of the built environment with the end goal of producing a specific type of "place".

City Plan 2030 Public Input Session

Conventional zoning primarily controls land use, through abstract regulatory statistics, which can result in very different physical environments. The base principle of form-based coding is that design is more important than use. Simple and clear graphic prescriptions for building height, how a building is placed on its site, and building elements are used to manage development. Land use is not ignored but regulated using broad parameters that can better respond to market economics, while also prohibiting incompatible uses.

A Form-Based district would allow as-of-right development of property in congruence with standards set forth in the code. The new code would streamline the process of getting projects approved because of the investment in public process and consensus that the code incorporates.

Clinton House Museum

Utilize the Historic District Commission. (Goals 1,2 & 3)

Utilize the Historic District Commission as a resource for public outreach, establishing and expanding National Register historic districts, and incorporating historic preservation in the City's design regulations for infill and new development in historic neighborhoods. Create incentives for preserving and reusing existing historic structures.

Explore the possibility of establishing local historic districts for properties that do not qualify for the National Register of Historic Places but still embody local historic significance. Lead by example - establish local ordinance districts to preserve existing historic City-owned structures.

Adopt a tiered impact fee system. (Goals 1& 2)

A tiered impact fee system requires new development to pay its proportionate share of the costs to the municipality associated with providing necessary public services to the development based on its location. Phoenix, Arizona, Bellevue, Washington, Kansas City, Missouri and Conway, Arkansas have all implemented an impact fee system where the fee varies depending on where the development is proposed.

Form a coalition of cities and organizations in Arkansas that support a Transfer of Development Rights (TDR) program, and then identify elected officials within the state legislature to introduce TDR enabling legislation. (Goal 1, 2 & 6)

A transfer of development rights (TDR) program uses market forces to promote conservation in high value natural or open space areas while encouraging density or infill development in designated areas. TDR programs have been utilized around the country since 1980, and 22 states have enacted legislation to support TDR programs, while 6 currently have proposed legislation. In a TDR program, a community identifies an area within its boundaries that it would like to see protected from development (the sending zone) and another area where the community desires more urban

style development (the receiving zone). Landowners in the sending zone are allocated a number of development credits that can be sold to developers or the community itself. In return for selling their development credits, the landowner in the sending zone agrees to place a permanent conservation easement on his or her land. Meanwhile, the purchaser of the development credits can apply them to develop at a higher density than otherwise allowed on property within the receiving zone.

Develop a conservation development ordinance, or other development form for rural properties, or those with environmentally sensitive features. (Goal 2 & 5)

Conservation neighborhoods and other flexible site design techniques allow for the development of housing, streets and utilities in a more economical and efficient manner, and consume less open land, protect wildlife habitat, waterways, natural resources and agricultural lands.

Increase lot size requirements within the planning area to meet County zoning. (Goal 2)

The City's current development regulations do little to discourage development in the Planning Area, currently allowing up to four units per acre, a quarter of the size currently permitted in the County. However, the County's one acre minimum may be varied, allowing much denser development in areas that typically lack the infrastructure necessary to support auto-dependent suburban development. Additionally, these developments may result in additional utility infrastructure maintenance, and eventually lead to the City annexing individual or community septic systems.

Develop internal processes to align funding, development and planning of city infrastructure with the goals of City Plan 2030. (Goal 1 & 2)

The Capital Improvement Plan and Transportation Improvement Bond Program are important planning and development tools that address major capital improvements of the City. However, these programs, if not thoroughly analyzed, may have the unintended consequence of subsidizing development in rural areas that are not in line with the policies of City Plan 2030.

City staff should put forward proposals for funding that reflect the policies and goals of City Plan, directing investments into areas where growth is not only being encouraged, but where redevelopment is expected and existing infrastructure is inadequate to support new growth.

Identify existing properties that are vacant or prime for redevelopment and initiate rezoning discussions with property owners. (Goal 1, 2 & 3)

The city must promote infill, revitalization and traditional town form. Strip commercial development encouraged by conventional zoning has been the predominant development

Vacant Restaurant Building

form for the last 50 years. Major thoroughfares such as College Avenue, Martin Luther King Jr. Boulevard, and South School Ave. are prime examples of this form, but there is much opportunity for redevelopment now and in the future. The first step is to inventory and map the locations of vacant or underutilized property, and properties where buildings are approaching the end of their lifespan. Individual property owners should then be contacted and provided information regarding development opportunities. The City should also publicize these redevelopment opportunities and offer incentives for rezoning to form-based districts.

Pursue investment and transformation of the Fayetteville Expressway Economic Development Corridor. (Goal 1, 2 & 4)

The Fayetteville Expressway Economic Development Corridor is the most congested travel corridor in the region, carrying over 166,000 vehicles per day. The Corridor is generally bound on the north by Great House Springs Road/Main Street, on the west by Interstate I-540, on the east by North College Avenue, and the south by Millsap/Futrall Avenue. Public and private investment within this area would increase land value, generating "great addresses" and allow the area to accommodate multiple modes of travel.

Industrial Use Along Existing Rail Line

Develop alley design standards and regulations that enable all developers to utilize the Master Street Plan cross-section while meeting Fire Department and Solid Waste Division requirements. (Goal 3 & 4)

Evaluate existing street design speed, operating speed and posted speed limits, to ensure that each is appropriate based on the roadway design and context of the surrounding environment. (Goal 4)

Support rezoning proposals that result in increased density around logical future transit stops, rail corridors and major transportation corridors. (Goal 4)

Support development and redevelopment opportunities along the existing rail line and determine locations for expanding rail service to service industrial destinations such as the Fayetteville Industrial Park. (Goal 4)

Include public transportation providers in the design phase of new street projects and determine if there is a current or future need for benches, shelters, or bus turn-offs. (Goal 4)

Local transportation providers often have funds available for amenities that promote and improve public transportation services. However, it is often more challenging and expensive to add these facilities to existing streets. Therefore, consideration should be given to these facilities during the design of new streets, or major street improvements.

Use the Enduring Green Network boundary map as a tool when making decisions on parkland acceptance and acquisition; offsite tree preservation; and when updating the Master Trail Plan. (Goal 4 & 5)

Develop a system of metrics for the city to evaluate and prioritize properties for inclusion in the enduring green network. (Goal 5)

Grow the Community Revolving Loan Fund to a value that allows the energy efficiency program to be expanded to serve the small business and residential sectors, and pursue new funding that compliments the Community Development Block Grant program, and when necessary, provide staff support to obtain and administer these funds. (Goal 6)

Develop educational materials for homeowners, describing benefits and opportunities for improving energy efficiency and reducing monthly utility costs. (Goal 6)
Utilizing public meetings, town hall events, the Local Government Channel, appointed committees, and other outreach methods, City staff will educate residents on energy efficiency opportunities from local, state, and national sources. Opportunities include Federal tax credits and state rebates for energy efficiency and renewable energy, low income weatherization programs, energy efficiency rebates through local utilities, and the City's Revolving Loan Fund.

Determine the feasibility of a Local Housing Trust Fund and Land Bank. (Goal 6)

Develop a cottage development ordinance. (Goal 1, 2 & 6)
Cottage developments encourage innovation and variety in housing while ensuring compatibility with established neighborhoods, and provide opportunities for ownership of detached single-family dwellings for a population diverse in age, income and household size.

City Plan 2030 Benchmarks

Short Term 2011-2013
Develop a conservation development ordinance, or other development form for rural properties, or those with environmentally sensitive features. *(Goal 2 & 5)*
Increase lot size requirements within the planning area to meet County zoning. *(Goal 2)*
Develop internal processes to align funding, development and planning of city infrastructure with the goals of City Plan 2030. *(Goal 1 & 2)*
Develop alley design standards and regulations that enable all developers to utilize the Master Street Plan cross-section while meeting Fire Department and Solid Waste Division requirements. (Goal 3 & 4).
Identify existing properties that are vacant or prime for redevelopment and initiate form-based rezoning discussions with property owners. *(Goal 1, 2 & 3)*
Use the Enduring Green Network boundary map as a tool when making decisions on parkland acceptance and acquisition, off-site tree preservation, and when updating the Master Trail Plan *(Goal 4 & 5)*
Develop a system of metrics for the city to evaluate and prioritize properties for inclusion in the enduring green network. *(Goal 5)*
Develop educational materials for homeowners, describing benefits and opportunities for improving energy efficiency and reducing monthly utility costs. *(Goal 6)*
Grow the Community Revolving Loan Fund to a value that allows the energy efficiency program to be expanded to serve the small business and residential sectors, and pursue new funding that complements the Community Development Block Grant program, and when necessary, provides staff support to obtain and administer these funds. **(Goal 6)**
Develop a cottage development ordinance. *(Goal 1, 2 & 6)*
Evaluate the intent of the nonconforming section of the Unified Development Code, and provide opportunities for preservation and creative reuse of existing buildings that contribute to neighborhood character. *(Goals 1 and 2)*
Continue to develop and implement form-based codes that establish clear design standards and assure neighbors that new development will be desirable and compatible. *(Goals 1, 3, 4 & 6)*
Determine the feasibility of a Local Housing Trust Fund and Land Bank. *(Goal 6)*

Long Term 2013-2015
Utilize the Historic District Commission. *(Goals 1,2 and 3)*
Adopt a tiered impact fee system. *(Goals 1 and 2)*
Form a coalition of cities and organizations in Arkansas that support a Transfer of Development Rights (TDR) program, and then identify elected officials within the state legislature to introduce TDR enabling legislation. **(Goal 1, 2 & 6)**
Evaluate existing street design speed, operating speed and posted speed limits, to ensure that each is appropriate based on the roadway design and context of the surrounding environment. *(Goal 4)*

On-going
Create a complete neighborhood or street corridor plan every other year utilizing a charrette process, and analyze water and sewer capacity to identify opportunities or limitations for development. **(Goal 1, 4 & 6)**
Support rezoning proposals that result in increased density around logical future transit stops, rail corridors and major transportation corridors. *(Goal 4)*
Support development and redevelopment opportunities along the existing rail line and determine locations for expanding rail service to service industrial destinations such as the Fayetteville Industrial Park. *(Goal 4)*
Pursue investment and transformation of the Fayetteville Economic Development Corridor. *(Goal 1, 2 & 4)*
Include public transportation providers in the design phase of new street projects and determine if there is a current or future need for benches, shelters, or bus turn-offs. *(Goal 4)*

Economic Analysis

11

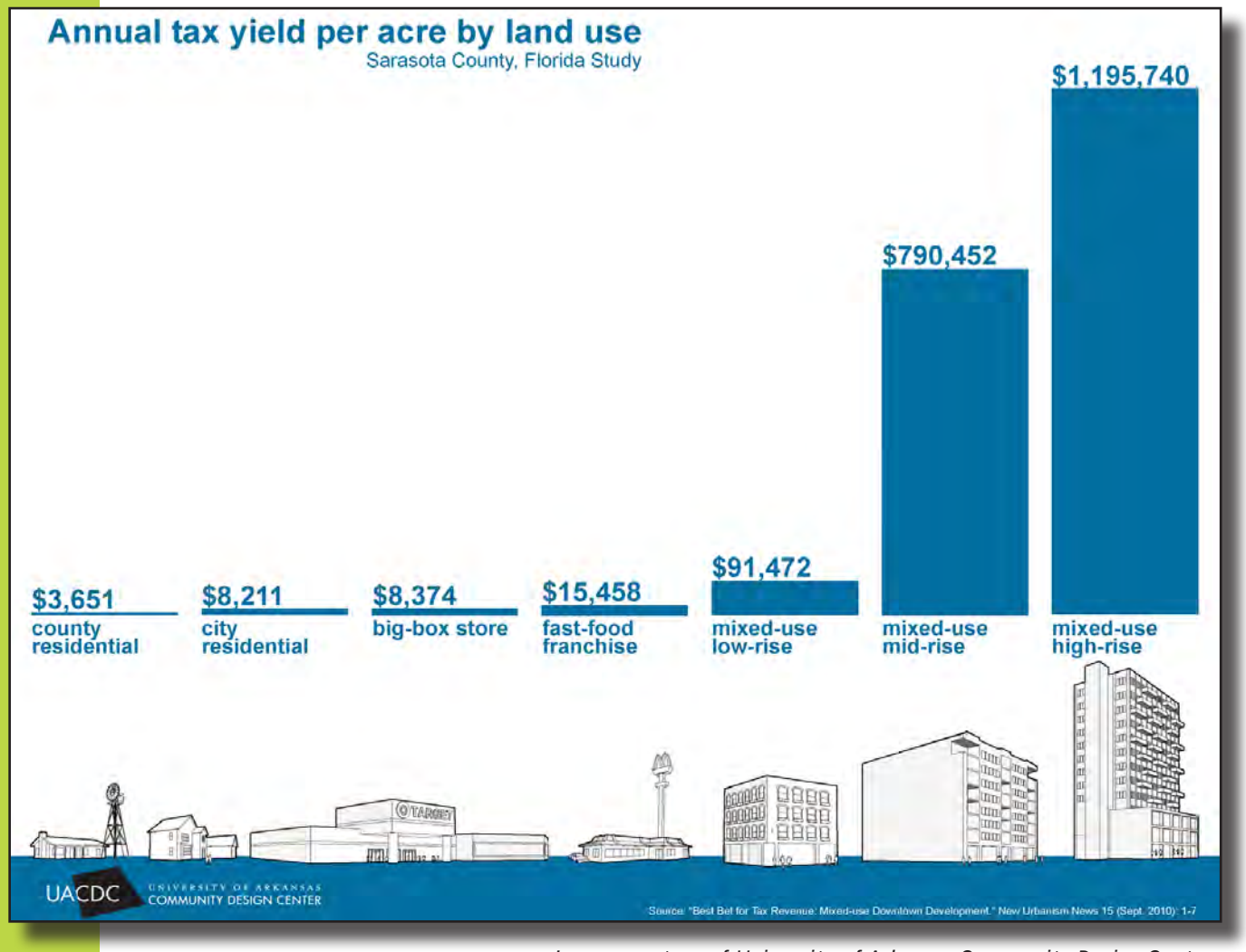


Image courtesy of University of Arkansas Community Design Center.

The Economics of the City Plan 2030

A review of the economic impact of growth pattern options shows that implementing the City Plan 2030 strategies will have positive effects on businesses and public services.

The economic impacts of development growth may vary widely and are closely associated with land use patterns. The strategic and long-range planning of infrastructure, land use, and the intensity and density of development will positively influence the economic vitality of business and public services.

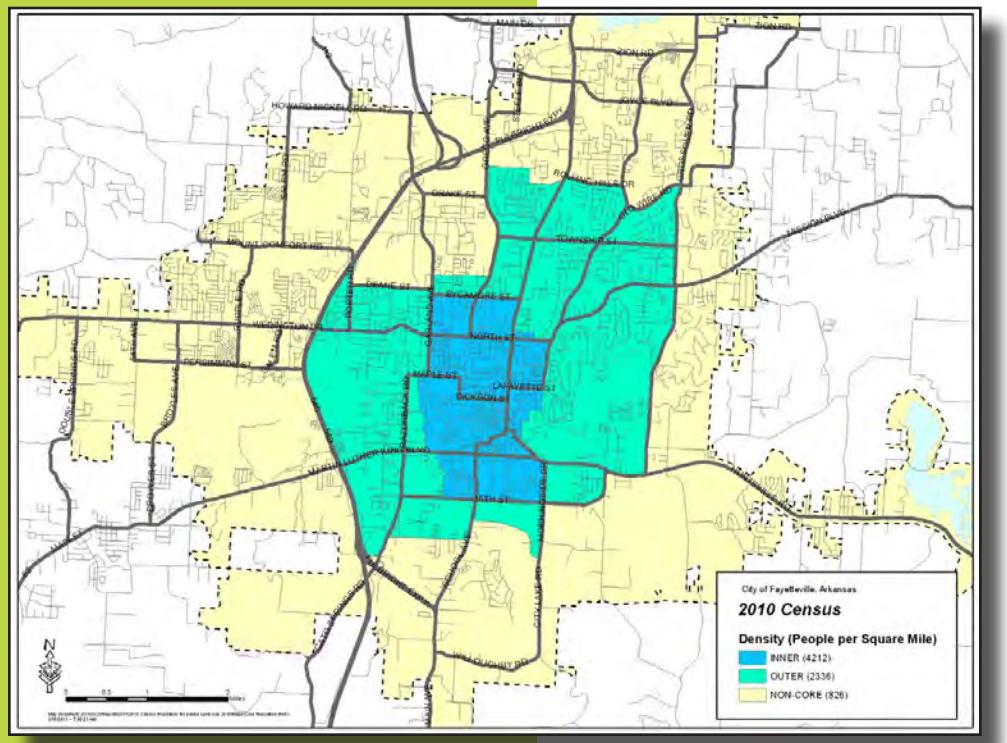
GROWTH PATTERNS.

The original pattern on which the City was laid out was a compact plan, using gridded streets with the town square at the center. This pattern continued up until the middle of the twentieth century, as the City continued to grow. The development pattern in the years leading up to World War II was typically more compact and well connected; for the purpose of this analysis we called this area the Inner Core. In the post war years the City's dominant development pattern was auto oriented, often disconnected with rigid land use separations. Areas adjacent to the Inner Core, because of their close proximity, represent much of the development that occurred from the 1940's to the 1980's. We called this area the Outer Core. The rest of the City is designated as the Non-Core area.

POPULATION DENSITY AND DEVELOPMENT PATTERNS.

The Inner Core, Outer Core and Non-Core areas of the city were analyzed for population density. Using the 2010 U.S. Census information the Inner Core has a population density of 4,212 people per square mile. This translates to 6.6 people per gross acre with a current household size of 3.25 per gross acre. This is approximately the density of the Washington Willow neighborhood. The Outer Core area has a population density of 2,336 people per square mile, or 3.7 people per gross acre and 1.82 households per gross acre. The density of the Non-Core areas of the city is much lower at 521 people per square mile, or around 0.8 persons per gross acre which yields 0.4 households per gross acre.

The Inner Core is comprised of approximately 3.3 square miles. The Outer Core is 11.5 square miles and the Non-Core are of the City is 74.3 square miles.



Core Areas of Fayetteville

FUTURE GROWTH PROJECTIONS.

The Northwest Arkansas Region Planning Commission (NWARPC) estimates future population growth for the region using the latest U. S. Census Bureau data. Utilizing 2010 Census data the NWARPC estimates that Fayetteville will grow to a population of 110,725 by the year 2030. This will be an increase of an additional 37,145 people added to the existing 2010 population of 73,580. Planning and anticipating the location, form and function of land use and growth patterns enables the City and its existing residents to guide where this growth will occur. In repeated public input sessions for both City Plan 2025 and the City Plan 2030 update, residents have expressed their desire to accommodate this growth within the existing core and limit development sprawl on the edge. Infill, redevelopment and vertical development can easily accommodate the estimated future population within the core of the City.

DESIRED DEVELOPMENT PATTERNS TO ACCOMMODATE FUTURE POPULATION GROWTH.

The real estate crash of 2008 has had serious implications for the housing market and it will continue to impact future development patterns. Nationally, foreclosure rates have been especially high in the suburban fringe areas. Current real estate trends both locally and nationally show that people are rethinking how they prioritize home buying decision factors. Factors such as commute times or transportation costs are being weighed against typical suburban development features such as expansive private yard space or three car garages.

Generational housing preferences are also beginning to impact where and how future growth will occur. Both the Baby Boom and the Millennial generations are looking for mixed-use and walkable urban neighborhoods over single-use conventional suburban housing. Due to their large cohort size, these two generations will generally guide and determine the location and consumer housing preferences that will be built in the future. Fortunately, a lot of land within the core of the City remains undeveloped or underdeveloped. With infrastructure such as roads, utilities and expanding public open spaces in place, the inner and outer cores of the City have the most

potential for accommodating future growth in an efficient and livable manner if the underlying zoning regulations are permitted to change accordingly.

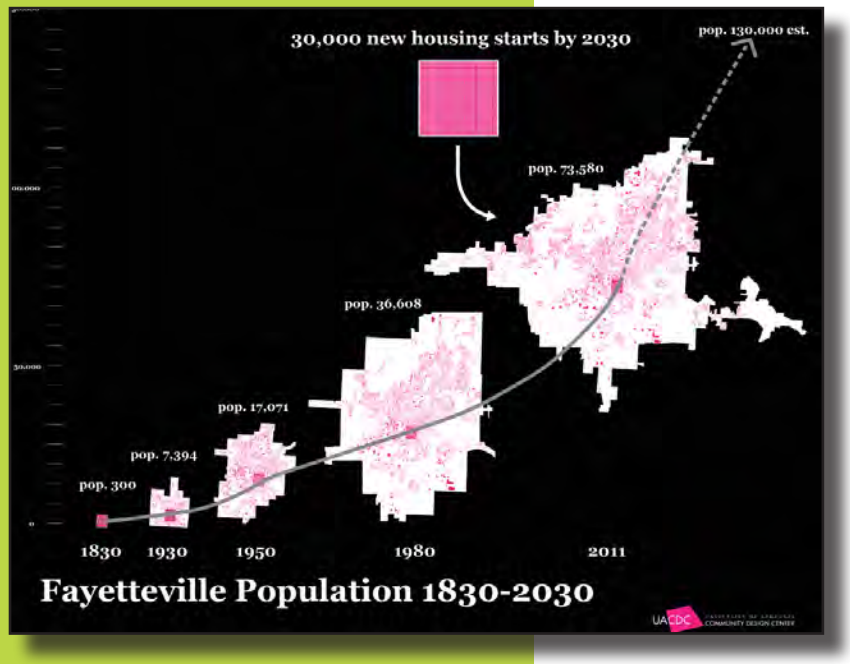
This future potential development pattern is similar to that of Fayetteville's historic and highly regarded neighborhoods such as the Wilson Park, Washington Willow or Walker Park neighborhoods that were built with a residential net density of 6 to 10 units per acre. The historic neighborhoods of Fayetteville share some common characteristics; highly connected street systems with small blocks, a mix of residential housing types, sizes and densities, close proximity to commercial and retail uses and accessibility to meaningful open space. These basic characteristics are essential in order for residents to perform some of their daily functions without the use of an automobile.

Strip development and high arterial traffic counts are not necessary to support retail and commercial activity if it is located in or adjacent to walkable neighborhoods of sufficient residential density. Closely clustered shops and services encourage walking by creating interesting destinations to meet people, and allow sufficient aggregations of retail and services to achieve economic utility for consumers. Auto trips per household decline as fewer car trips are necessary for everyday needs.

Perhaps the most important aspect of good neighborhood design is a rich variety of housing choices. The historic development pattern that exists downtown illustrates a robust diversity of housing stock. Located within a single block may be single-family homes, condominiums, multi-family apartments, duplexes, live-work units, accessory dwelling units and all other types of residential uses. This variety allows people to remain in the same neighborhood as their housing needs change over time. This concept of "age in place" is possible in neighborhoods that have highly walkable street networks and that contain a large variety of housing choices at residential densities supportive of retail uses and transit.

INEFFICIENCIES WITH CONVENTIONAL SUBURBAN DEVELOPMENT PATTERNS.

The trend towards efficient mixed use and walkable neighborhoods is encouraging because suburban development patterns are not sustainable. In suburban development patterns, low-density retail, employment and services are auto-oriented, resulting in more strip development and auto-oriented centers. The continuation of a suburban development pattern results in increased congestion because all activity undertaken outside the home will require car trips. Workforce housing is less likely to be built because the cost of land development and services per unit is higher in less dense development. Given the higher cost per unit, developers often



Fayetteville's growth over time.
Source: University of Arkansas Community Design Center

must seek to maximize land profit by building larger units that may be beyond the means of local workers such as firefighters, teachers and police personnel.

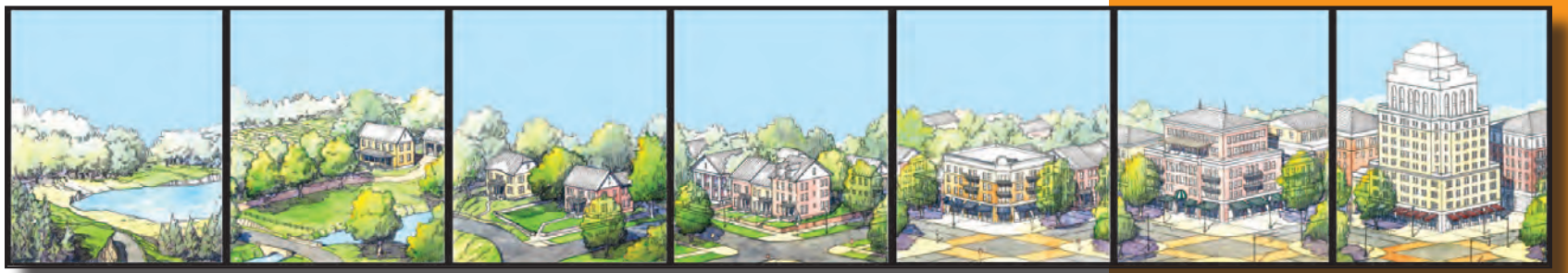
Dispersed development also often yields a poor balance between tax revenue received versus cost of service provision. For instance, a more traditional development pattern at 7 units per net acre with units priced at $180,000 will have a total value of $1.26 million. At three units per net acre, with housing valued at $300,000 per unit, total value would come to $900,000. But the cost of services for seven units on the same net acre is lower on a per unit basis than for the three units. When multiplied over thousands of acres, this means that the cost of services in a lower density growth pattern is higher for a given change in population because many more acres are used: pipelines become longer, more road length is required, police and fire response is more expensive or requires extra facilities, etc. While revenue from sales tax would be the same in either scenario, given the average incomes and growth of 37,000 people, the cost to the City of providing roads and improvements for auto-oriented retail and services is higher even though the return in taxes is constant.

Options for seniors are not typically as good in dispersed development patterns. According to the National Association of Homebuilders, as people age they value proximity to retail services and medical facilities so that the use of the car is not an automatic necessity. As people live longer, a growing portion of the population will be unable to sustain an auto-oriented lifestyle.

ECONOMIC IMPACT ON FAYETTEVILLE SCHOOL DISTRICT.

One indicator of the economic effect on the school district is the balance of commercial property and residential property. Currently, the school district generally receives more net revenue from a commercial square foot than a residential square foot because commercial properties do not add school children to the system. The cap on reappraisal for commercial property is also 10 percent versus 5 percent for residential development. City Plan 2030 policy recommendations target commercial growth within the City boundaries by making complete neighborhoods the standard, ensuring that commercial development accompanies residential development.

12 Guiding Policies



Lake Fayetteville Trail

Charleston Place

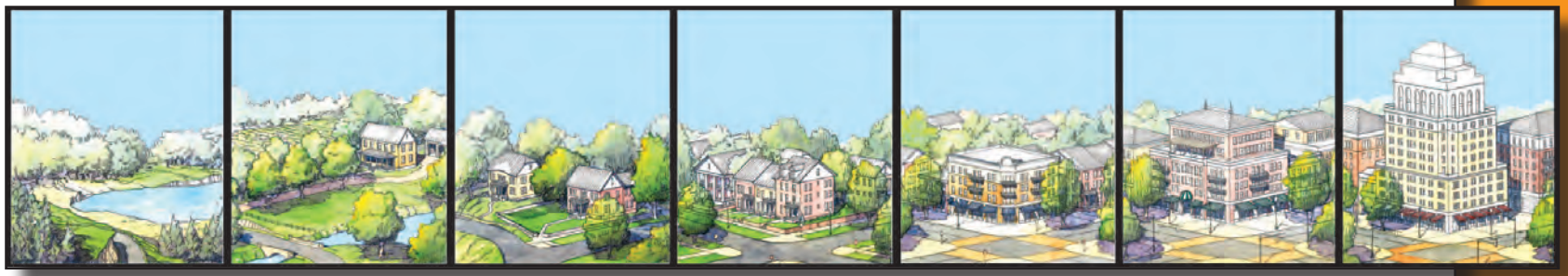
U of A Poultry Science

CITY PLAN 2030

12.1 FUTURE LAND USE PLAN

12.1.1 Introduction

The Future Land Use Map identifies and promotes a form-based development pattern that recognizes a sequence of built environments, from natural or very rural to densely urban. Rather than separating land uses, form-based development patterns emphasize mixed uses at the neighborhood, block and building level. The Future Land Use map is a tool used by the community to envision change over time regarding land use variety, intensity or density.



Staff has developed a set of land use designations based upon current development patterns and the vision of future development patterns as expressed in City Plan 2030. These area designations are intended to provide general guidance for land use decisions that will shape development growth for the next twenty years.

- **Natural Areas**
- **Rural Residential Areas**
- **Residential Neighborhood Areas**
- **City Neighborhood Areas**
- **Urban Center Areas**
- **Complete Neighborhood Plan Areas**
- **Civic and Private Open Space Areas/Parks**
- **Civic Institutional Areas**
- **Non-Municipal Government Areas**
- **Industrial Areas**
- **Complete Neighborhood Plans**

Each area is defined on the following pages and accompanied by examples and guiding policies. The Future Land Use Map is formally reviewed and updated by the Planning Commission and City Council every five years to reflect policy decisions and changing circumstances.

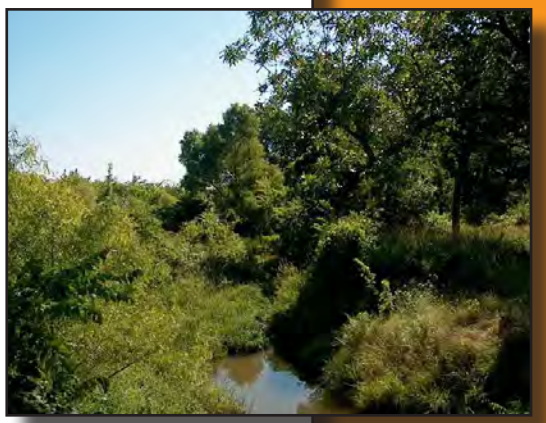
12.1.2 Future Land Use Map Designations

Natural Areas:

Natural Areas consist of lands approximating or reverting to a wilderness condition, including those with limited development potential due to topography, hydrology, vegetation or value as an environmental resource. These resources can include stream and wildlife corridors, as well as natural hubs and cores, as identified in the FNHA study, many of which make up the backbone of the enduring green network. A ***Natural Area*** designation would encourage a development pattern that requires conservation and preservation, prevents degradation of these areas, and would utilize the principles of low impact development for all construction.

Guiding Policies:

a. Preserve a network of habitat and open space, protecting biodiversity and enhancing the City's quality of life.
b. Preserve native vegetation and meet the habitat needs of multiple species.
c. Encourage recreational and educational opportunities in appropriate areas to enhance appreciation for existing environmental resources.
d. Identify areas of environmental concern and protect and preserve environmental resources.
e. Conserve open space and protect areas of significant riparian benefit, tree canopy and other environmental resources through cluster development provisions, density controls, protective easements and/or other development tools.



Clabber Creek

Lake Wilson

Rural Residential Areas:

Rural Residential Areas recognize existing low-density, large lot residential development, but are identified to encourage the conservation and preservation of woodlands, grasslands, or agricultural lands that are sparsely settled. They may or may not have adequate street and water infrastructure or public services, such as police and fire, to support urban or suburban densities and development patterns nor should these services be expanded to accommodate further growth unless they are in line with the following guiding principles:

Guiding Policies:

a. Allow and encourage historical agricultural and related uses to continue and to occur as permanent land uses within planned developments.
b. If developed, encourage alternative development patterns, such as conservation or cluster development types, to achieve compatibility with surrounding rural areas.
c. Foster a culture that supports local food production on a variety of scales.
d. Encourage, preserve and protect viable agribusinesses such as orchards, berry farms and small scale produce-yielding businesses that provide goods for the local market.

Mally Wagnon Road

Low Density Rural

Residential Neighborhood Areas:

Residential Neighborhood Areas are primarily residential in nature and support a variety of housing types of appropriate scale and context, including single family, multifamily and row-houses. Residential Neighborhood encourages highly connected, compact blocks with gridded street patterns and reduced setbacks. It also encourages traditional neighborhood development that incorporates low-intensity non-residential uses intended to serve the surrounding neighborhood, such as retail and offices, on corners and along connecting corridors. This designation recognizes existing conventional subdivision developments which may have large blocks with conventional setbacks and development patterns that respond to features in the natural environment.

Brookhaven Neighborhood

Lakewood Neighborhood

Charleston Place

Wilson Park Neighborhood

CITY PLAN 2030

Guiding Policies:

a. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
b. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
c. Eliminate design elements that prohibit complete, compact and connected neighborhoods.
d. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
e. Encourage a development scale to maintain compatibility, use and proportionality between a variety of residential and nonresidential land uses.
f. Site new residential areas accessible to roadways, alternative transportation modes, community amenities, schools, infrastructure, and retail and commercial goods and services.
g. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.
h. Continue to encourage context-sensitive streets, allowing for efficient access to commercial and residential areas for vehicles, pedestrians and cyclists.

Corner Business

Monterey Apartments

Neighborhood Residential

City Neighborhood Areas:

City Neighborhood Areas are more densely developed than residential neighborhood areas and provide a varying mix of nonresidential and residential uses. This designation supports the widest spectrum of uses and encourages density in all housing types, from single family to multifamily. Non residential uses range in size, variety and intensity from grocery stores and offices to churches, and are typically located at corners and along connecting corridors. The street network should have a high number of intersections creating a system of small blocks with a high level of connectivity between neighborhoods. Setbacks and landscaping are urban in form with street trees typically being located within the sidewalk zone.

City Neighborhood Areas encourage complete, compact and connected neighborhoods and are intended to serve the residents of Fayetteville, rather than a regional population. While they encourage dense development patterns, they do recognize existing conventional strip commercial developments and their potential for future redevelopment in a more efficient urban layout.

Guiding Policies:

a. Protect adjoining properties from the potential adverse impacts associated with non-residential uses adjacent to and within residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and effects on property values.
b. Provide non-residential uses that are accessible for the convenience of individuals living in residential districts and where compatibility with existing desirable development patterns occurs.
c. Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to these areas; encourage walkability as part of the street function.

Three Sisters Building

Chestnut Lofts

CITY PLAN 2030

Neighborhood shopping should be within walking distance of residential use, or approximately one-quarter mile.

d. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.
e. Encourage pedestrian-friendly, mixed-use buildings through the use of transparent glass for commercial uses at street level and building entrances that address the street.
f. Encourage a block-and-street layout that promotes walkable, cyclist-friendly road designs with slow design speeds.
g. Encourage mixed-use development that is sensitive to surrounding residential uses and allows for day and night utilization of available parking.
h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
i. Encourage properties to redevelop in an urban form.
j. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
k. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.
l. Manage non-residential development within and adjoining residential neighborhoods to minimize nuisances.
m. Minimize through traffic on minor residential streets, while providing connections between neighborhoods to encourage openness and neighborliness.

Girl Scouts Building

Sycamore Lofts

Summerhill Townhouses

Hill Place Apartments

CITY PLAN 2030

Urban Center Areas:

Urban Center Areas contain the most intense and dense development patterns within the City, as well as the tallest and greatest variety of buildings. They accommodate rowhouses, apartments, local and regional retail, including large-scale stores, hotels, clean tech industry and entertainment uses. These areas are typified by their location adjacent to major thoroughfares with high visibility, usually automobile-dependent customers and large areas dedicated to parking. Although **Urban Center Areas** recognize the conventional big-box and strip retail centers developed along major arterials, it is expected that vacant properties will be developed into traditional mixed-use centers, allowing people to live, work and shop in the same areas. Additionally, infill of existing development centers should be strongly encouraged, since there is greater return for properties already served by public infrastructure.

Guiding Policies:

a. Encourage mixed-use development to allow for shared parking and day and night utilization of available parking.
b. Encourage intensive mixed-use development within one-quarter mile of public transit routes.
c. Provide enough retail business and service space to enable Fayetteville to realize its full potential as a regional market.
d. Encourage continuing improvements and expansion of regional shopping and entertainment attractions.
e. Require that large commercial sites be designed and landscaped in a manner that preserves the aesthetic character of their surroundings.
f. Direct new regional development into designated regional commercial centers.
g. Approve new regional commercial development as Planned Zoning Districts (e.g. shopping centers, business parks, medical parks, industrial parks and mixed-use developments) or complete neighborhood plans in order to assure the overall integration of design and use.

Arkansas Research & Tecnology Park

The Lofts at Underwood

h. Utilize principles of traditional residential urban design to create compatible, livable and accessible neighborhoods.
i. Protect and restore Fayetteville's outstanding residential architecture of all periods and styles.
j. Utilize the Master Street Plan and incorporate bike lanes, parkways and landscaped medians to preserve the character of the City and enhance the utilization of alternative modes of transportation.
k. Utilize open space by providing pocket parks and community green space, creating connectivity of natural areas across the community.
l. Encourage the integration of clean tech industrial uses with residential and commercial uses.

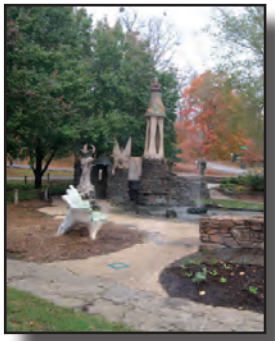
Marriott Hotel

Dickson Street

Garland Center

Washington Regional Medical Center

CITY PLAN 2030

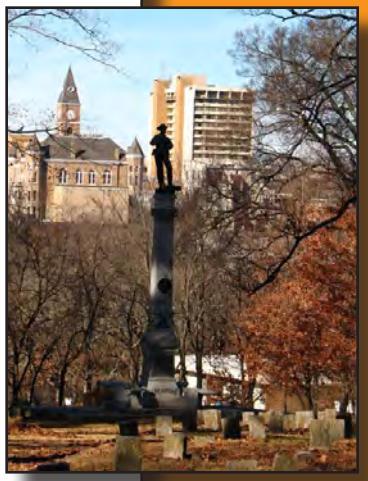


Civic and Private Open Space/Park Areas

Civic and Private Open Space/Parks Areas are sites that are permanently dedicated to open space or park land.

Guiding Policies:

a. Encourage parkland dedication and conservation easements for trails that support the Fayetteville Alternative Trails and Transportation Plan, the 10-Year Parks Master Plan and the Enduring Green Network.
b. Provide an integrated network of open space areas throughout the City to serve local residents as well as provide a regional asset and visitor attraction.
c. Plan for the long-term preservation and enhancement of open space (including undeveloped natural areas, utility corridors, and key scenic corridors) within the Fayetteville green network.
d. Conserve open space within the Fayetteville green network through private acquisition and other acceptable conservation methods.
e. Encourage the creation of connected trails and walkways between community activity areas and neighborhoods and enhance with kiosks and rest stations.
f. Encourage community-based "green" infrastructure such as rain gardens, vegetated drainages and bio-retention facilities.
g. Encourage pocket parks, especially in the urban center areas.



Confederate Cemetery

Lake Fayetteville Spillway Bridge

Civic Institutional Areas:

Civic Institutional Areas are dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, government, education or transit and municipal parking.

Guiding Policies:

a. Encourage the establishment of civic institutional areas in locations that would serve large concentrations of Fayetteville citizens.

Blair Library

Boys and Girls Club

Complete Neighborhood Plans:

Downtown Master Plan

Complete Neighborhood Plan Areas are areas that have a Master Development Plan created through a public input process that has been approved by the City Council and includes the elements of a complete, compact and connected neighborhood.

Guiding Policies:

a. Refer to the applicable master plan for the guiding policies specific to the neighborhood because each complete neighborhood plan has been adopted with specific goals, objectives and strategies for implementation. These master plans should be referred to first as a land use guide.

Downtown Master Plan Res. 140-04
Walker Park Master Plan Res. 19-08
Fayette Junction Master Plan Res. 119-08

Industrial Areas:

Tyson Plant

Clean Technology Building

Industrial Areas are those areas with buildings that by their intrinsic function, disposition or configuration, cannot conform to one of the other designated areas and/or its production process requires the area to be separated from other uses.

Guiding Policies:

a. Noise, visual, air and water pollution shall be minimized though performance standards.
b. New industry shall be recruited and encouraged to locate within the existing industrial park unless rail access is necessary to the industry.
c. Industrial zones that are not consistent with the Future Land Use map should be rezoned to more appropriate uses.
d. Encourage the use of “green” technologies to minimize noise, air and water pollution.

Non-Municipal Government Areas:

Non-Municipal Government Areas are those areas that do not fall within the City's jurisdiction and are not subject to zoning or development regulations. These areas may include institutional campuses, county or state offices, etc.

Guiding Policies:

a. Encourage the integration and coordination of non-municipal government areas with planning and development in surrounding City-regulated areas,
b. Provide opportunities for integration of the areas into the City should the existing non-municipal government ever change, adding street connections, pedestrian and utility connections.

Washington County Courthouse

University of Arkansas

12.2 MASTER TRANSPORTATION PLAN

Amended September 17, 1996, Street Classifications, Res. No. 97-96
Amended September 6, 2005, Downtown Master Plan Street Classifications, Res. No. 183-05
Amended September 4, 2007, Res. No. 161-07

The Master Transportation Plan is the guiding policy that the community, City Staff, the Planning Commission and the City Council utilize to proactively guide decisions regarding street classification, design, location, form and function. The Master Transportation Plan prescribes and plans for the development of a multi-modal transportation system in the form of streets, sidewalks, bike lanes, trails and transit. A multimodal transportation system is vital to growing a livable transportation network. Consistent planning ensures that streets will efficiently circulate traffic within the community and connect Fayetteville to the rest of the region. Special emphasis should be placed on multi-modal transportation infrastructure design, access management and traffic speed and volume considerations when planning streets. The Master Transportation Plan is updated on a five year basis in conjunction with City Plan 2030 in order to be adaptable to change over time.

The Master Transportation Plan contains the Master Trails Plan and the Master Street Plan.

Master Trails Plan

The Fayetteville Alternative Transportation and Trails Master Plan (FATT Plan), guides the development of trails in the City's expanding trail network. The Master Trail Plan Map illustrates future trail alignments and trail corridors for the purpose of acquiring easements and right-of-way. As development occurs adjacent to future trail alignments, careful attention will be paid to acquiring easements and providing site design input during the development review process. The trail cross-sections that follow the Master Street Plan cross sections will be utilized for the construction of City trails. Trail surface materials may vary according to site considerations such as proximity to floodplains or floodways.

Master Street Plan

The Master Street Plan is comprised of a map illustrating the street classification and location, and a document of street cross sections showing the dimensional requirements of the street. In conjunction, these two documents are used to guide long range traffic planning through street function, design and location.

The City supports context sensitive street design that acknowledges the function and use of the street in relation to current and future land use. The design and dimensions of streets that fall under the same functional classification may vary greatly due to the surrounding existing or future land uses and the function of the street. For instance, a low traffic

speed collector in a neighborhood may have on-street parking while a higher traffic speed collector would have bike lanes. The City's access management and street connectivity policies provide the tools to guide the access and dispersal of traffic.

Low Impact Development: The City encourages the use of Low Impact Development (LID) stormwater management strategies in street design and construction. Each of the street cross sections can be modified to incorporate LID best practices for stormwater management. Streets that include landscape strips or bump-outs are ideal for implementing LID strategies such as swales or infiltration basins. Developers and engineers should work closely with the City's Development Services Department to plan and design appropriate stormwater management strategies and structures.

Public Transportation: The construction of bus benches, shelters and pull-offs is a critical part of a successful transportation system. However, the need for such facilities is ultimately determined by the transportation providers. Therefore, the City should consult with transportation providers prior to the design of any new street, or major street improvement project to determine if the need for new facilities exists.

Streets in University of Arkansas Campus: The City of Fayetteville and the University of Arkansas will partner together in the planning, design and construction or reconstruction of streets located within the University of Arkansas campus area. These streets are identified on the map and within this document. Streets identified on the Master Street Plan Map and within the University of Arkansas boundary are intended to be reviewed concurrently with City and University staff prior to design. These streets should be consistent with the policies of the Master Street Plan, but may require alternative cross-sections due to physical constraints unique to the University.

International Fire Code: The International Fire Code (IFC), which the State of Arkansas has adopted, requires a 20-foot minimum of unobstructed width on all roads, which is reflected in the proposed street cross-sections. If structures on either side of the road exceed 30 feet or three stories, then the IFC requires a 26-foot minimum of unobstructed width. This document recognizes that street cross-sections may be modified to meet the IFC requirements.

The following street cross-sections are functionally classified in accordance with the U.S. Department of Transportation's National Highway Functional Classification Study Manual. In addition, the street cross-sections provide sensitivity to context by providing options for both suburban and urban developments and accommodating cyclists and low-impact development neighborhoods. Additional utility easements will be required outside of the specified right-of-way on a project specific basis, as determined by the utility companies.

12.2.1 ALLEYS

Alleys are used in conjunction with streets to provide rear access to properties, garages and off-street parking. Driveways connected to alleys should have sufficient depth to allow vehicles to park and not encroach into the alley right-of-way.

Solid Waste

Solid waste pick-up is allowed, subject to the following standards:

- "No parking" signs are installed at the entrance(s) and mid-block locations.
- Designated locations for carts and recycle bins are kept free of obstructions.
- Bulk hauling and brush collection is placed at the public street.
- Building walls and projections are located at least 10' from the edge of the alley pavement. To prevent encroachment into the right-of-way, additional separation may be required if parking is provided between the building and alley.
- On-street parking is provided.
- Address numbers are installed on the front and rear of every structure.
- Minimum radius requirements are provided.
- Dead-end alleys are prohibited.

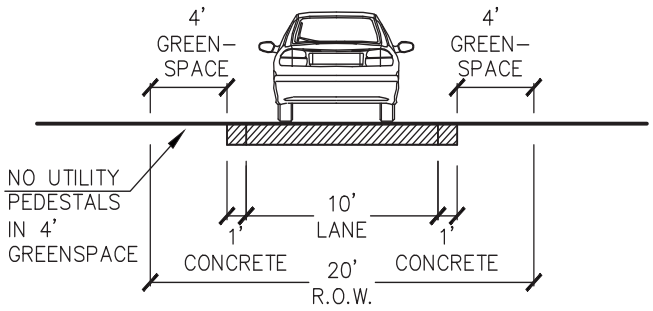
Fire Department

Alleys used in conjunction with single- and two-family units are not intended to serve as fire access roads when structures also adjoin a private or public street that provides the required fire access. Fire access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

When an alley serves as the sole access, or when more than one access is required due to building height, condition of terrain, climatic conditions, the potential for impairment of a single road by vehicle congestion, or other factors that could limit access, alleys may need to be designed in accordance with the Arkansas Fire Code to support apparatus access, with approval from the fire code official.

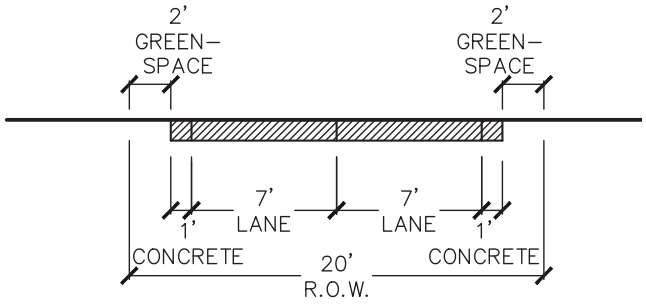
1a RESIDENTIAL REAR ALLEY: ONE-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	One 10’ lane
Parking:	Not allowed within alley R.O.W.
Paved Width:	12’ from outer edge of concrete strip
Right of Way:	20’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 4’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



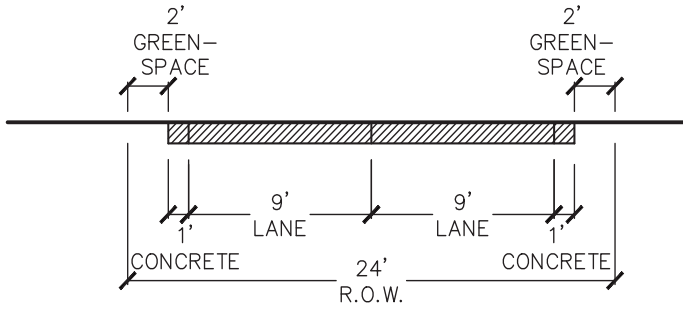
1b RESIDENTIAL REAR ALLEY: TWO-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	Two 7’ lanes
Parking:	Not allowed within alley R.O.W.
Paved Width:	16’ from outer edge of concrete strip
Right of Way:	20’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 2’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



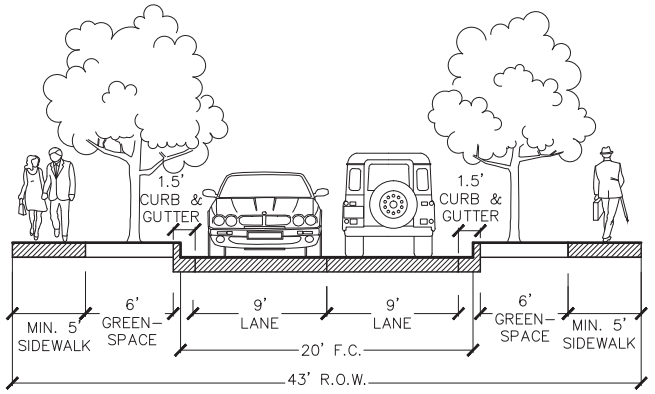
1c COMMERCIAL REAR ALLEY: ONE- OR TWO-WAY

Design Service Volume:	< 200 vpd
Travel Lanes:	Two 9’ lanes
Parking:	Not allowed within alley R.O.W.
Paved Width:	20’ from outer edge of concrete strip
Right of Way:	24’
Sidewalks:	None
Greenspace:	Both sides of alley, min. 2’ wide, unencumbered
Curb cuts:	Continuous access possible No curb required



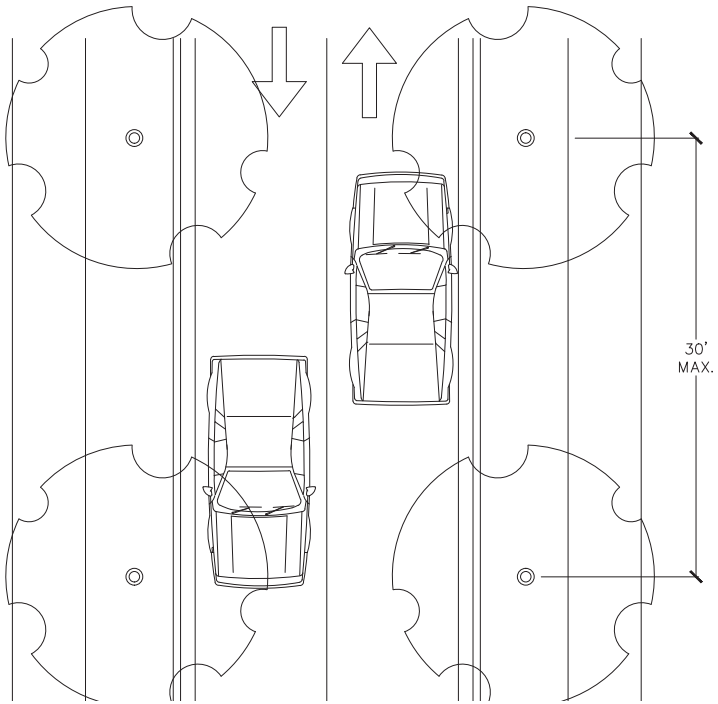
12.2.2 RESIDENTIAL STREETS

RESIDENTIAL STREETS provide for the lowest level of traffic and service. They provide access to residential property and are intended to be used only by local traffic. A high degree of street connectivity is required for easy dispersal of traffic. Residential Street block lengths shall not exceed 600 feet. Residential streets have a low level of access management, with curb cuts permitted every 50 feet.



2a RESIDENTIAL:

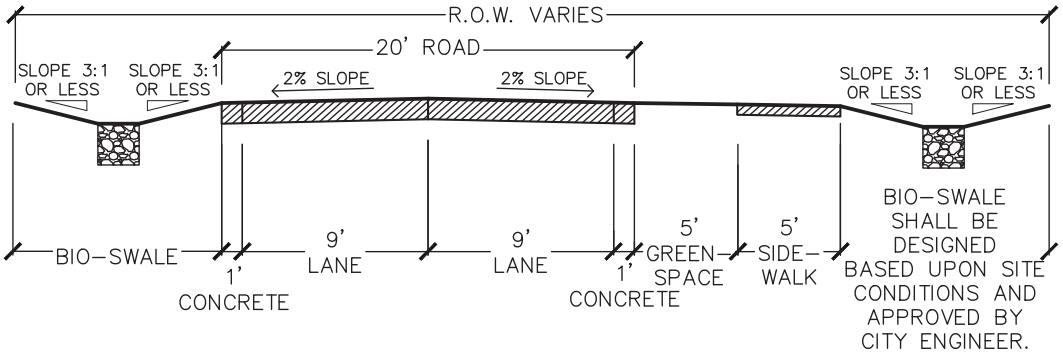
Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9' lanes
Parking:	Not Allowed
Paved Width:	20' from face of curb
Right of Way:	43'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide



* ST 37 may substitute for the Residential Street cross-section urban condition.

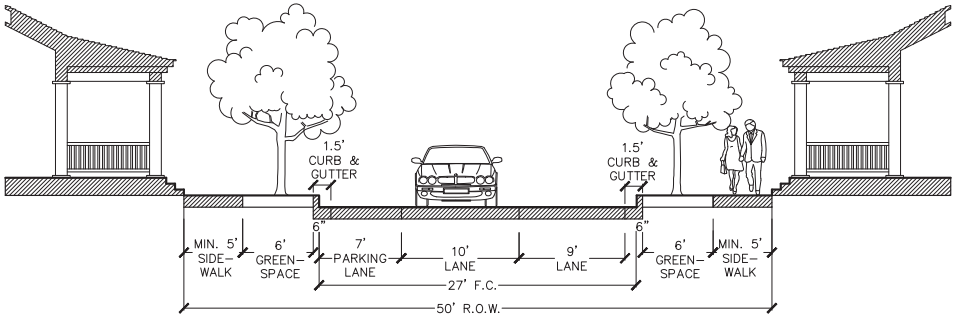
2b RESIDENTIAL LOW-IMPACT DEVELOPMENT:

Design Service Volume:	< 300 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9’ lanes
Parking:	Not Allowed
Paved Width:	20’
Right of Way:	Varies
Sidewalks:	One, at least 5’ wide, adjoining 5’ greenspace
Greenspace:	One side of street, min. 5’ wide
Bio-Swale:	Both sides of street, width dependent upon site conditions and approved by City Engineer. Tree plantings may be permitted by the Urban Forester



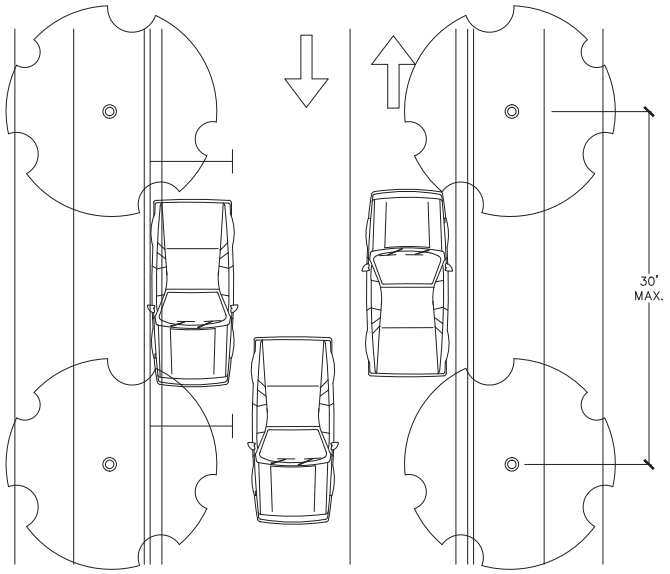
12.2.3 LOCAL STREETS

LOCAL STREETS provide for a moderate level of traffic flow and service. They provide access to abutting land uses and provide connections to higher order street classifications. Local Urban streets are encouraged in City Neighborhood and Urban Center areas as depicted on the Future Land Use Map. Local Urban Streets are also appropriate for areas that may function as a main street for a neighborhood, offering mixed uses and a pedestrian-friendly environment. LOCAL STREETS have a low to medium level of access management, with curb cuts permitted every 50 feet.



3a LOCAL:

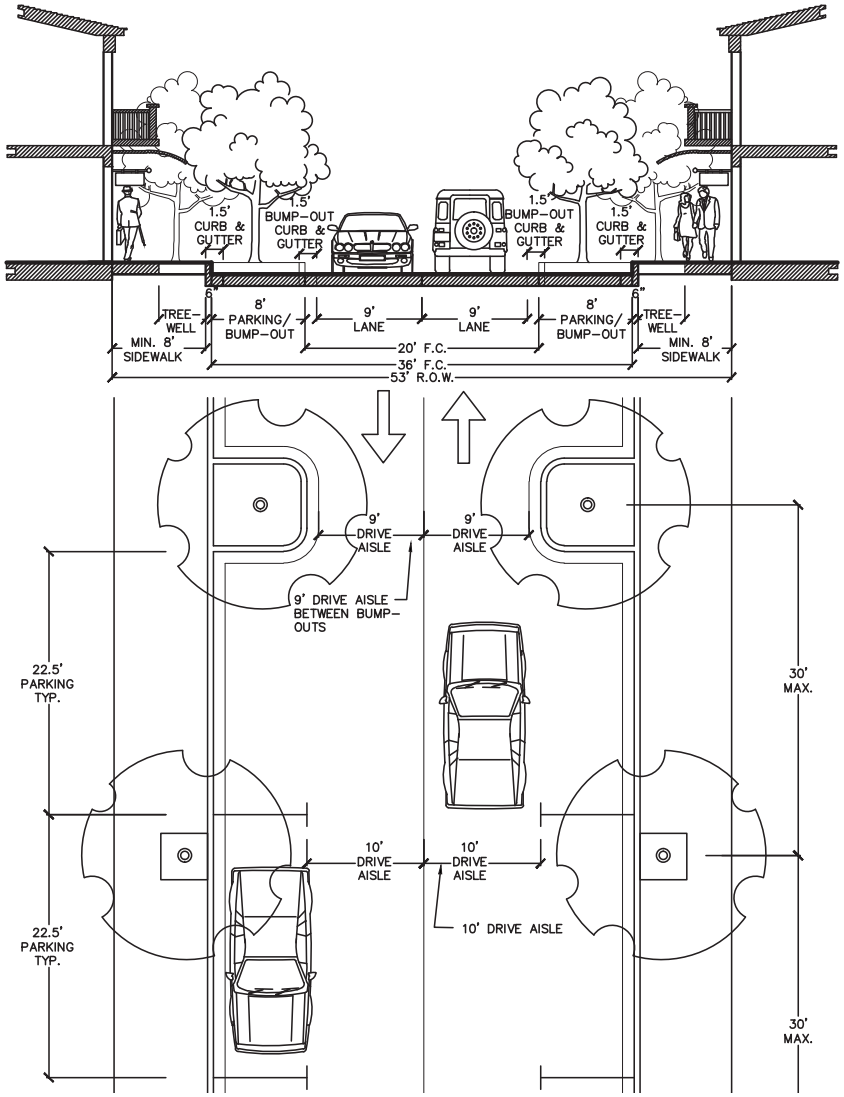
Design Service Volume:	< 4,000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	One 10' lane, One 9' lane
Parking:	One 7' lane
Paved Width:	27' from face of curb
Right of Way:	50'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide. May be widened to facilitate Low-Impact Development techniques, subject to approval by City Engineer.



* ST 45 may substitute for local street cross-section in an urban condition.

3b LOCAL URBAN:

Design Service Volume:	< 4,000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	Two 9’ lanes
Parking:	Two 8’ lanes with bump-outs
Paved Width:	20’ from face of bump-out curb 36’ entire width to face of curb
Right of Way:	53’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells



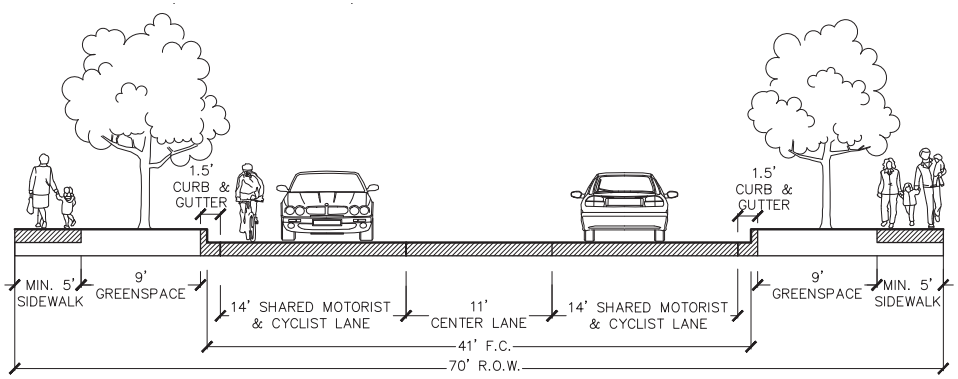
12.2.4 COLLECTOR STREETS

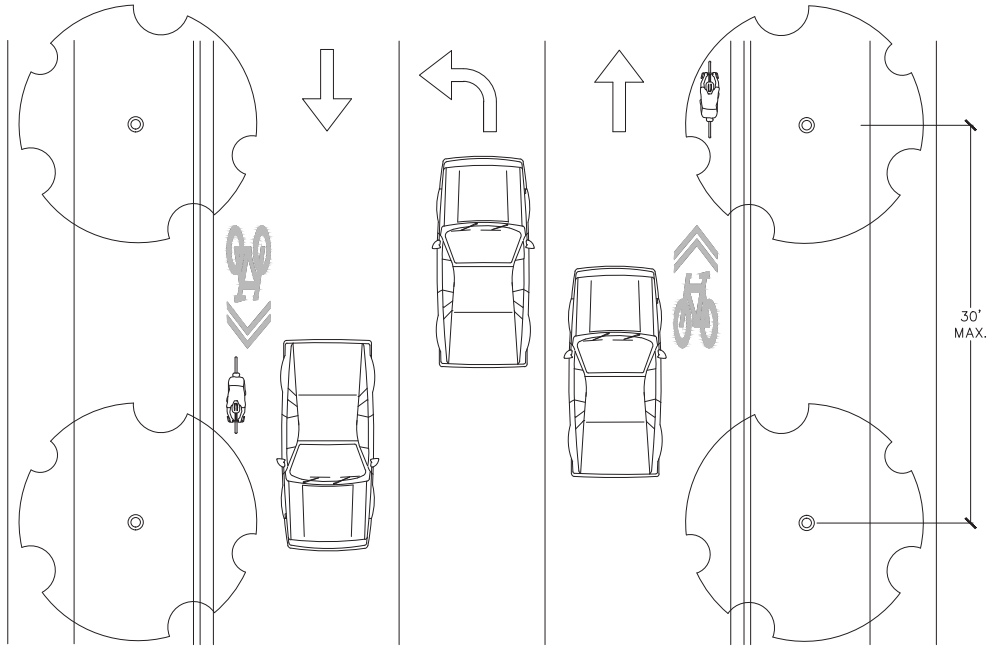
COLLECTOR STREETS provide traffic circulation within residential, commercial, and industrial areas. They collect traffic from local or residential streets in neighborhoods and facilitate traffic movement into the arterial system. Connections between arterials should be direct in order to disperse traffic throughout the city. Collector streets vary in width and function as they respond to the context of the adjacent land uses. A minimum right-of-way of 59 feet shall be provided where a collector is depicted on the Master Street Plan with a 70-foot right-of-way provided at intersections with other collectors, minor arterials and principal arterials. The intersection right-of-way must extend a minimum of 200 feet from the intersection. A 70-foot right-of-way may be required if the volume or turning movements of traffic generated or predicted warrants a continuous turning lane. All collectors have a moderate level of access management with curb cuts permitted every 100 feet.

The City recognizes that the design of collector streets may vary depending upon the context of the existing and future land use in a particular area. The following three collector cross sections provide flexibility in context while utilizing a standard right-of-way and pavement width. This permits multiple configurations of on-street parking and bicycle facilities through different pavement markings and striping. The standard pavement width will enable the street to easily transform as land use intensity or density changes over time.

4a COLLECTOR (INTERSECTION):

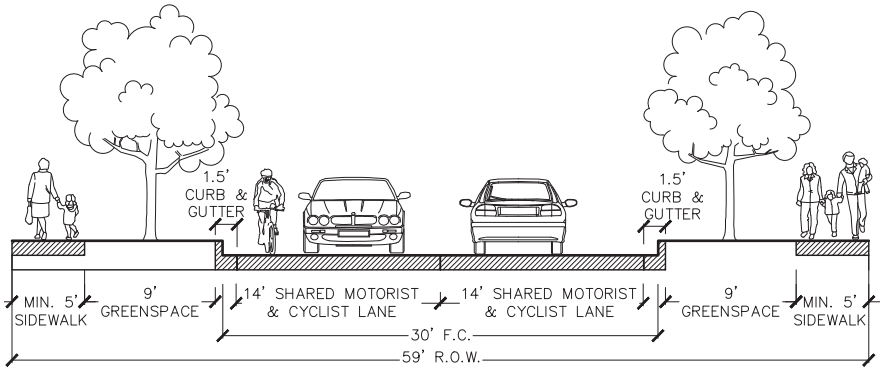
Design Service Volume:	< 4,000 vpd, < 6000 vpd with left turn bays
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 14’ shared motorist and cyclist lanes
Turn Lane:	11’ turn bays where warranted
Bicycle Lanes:	Shared with motorist lane
Parking:	None
Paved Width:	41’ from face of curb
Right of Way:	70’
Sidewalks:	Both sides of street, min. 5’ wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9’ wide

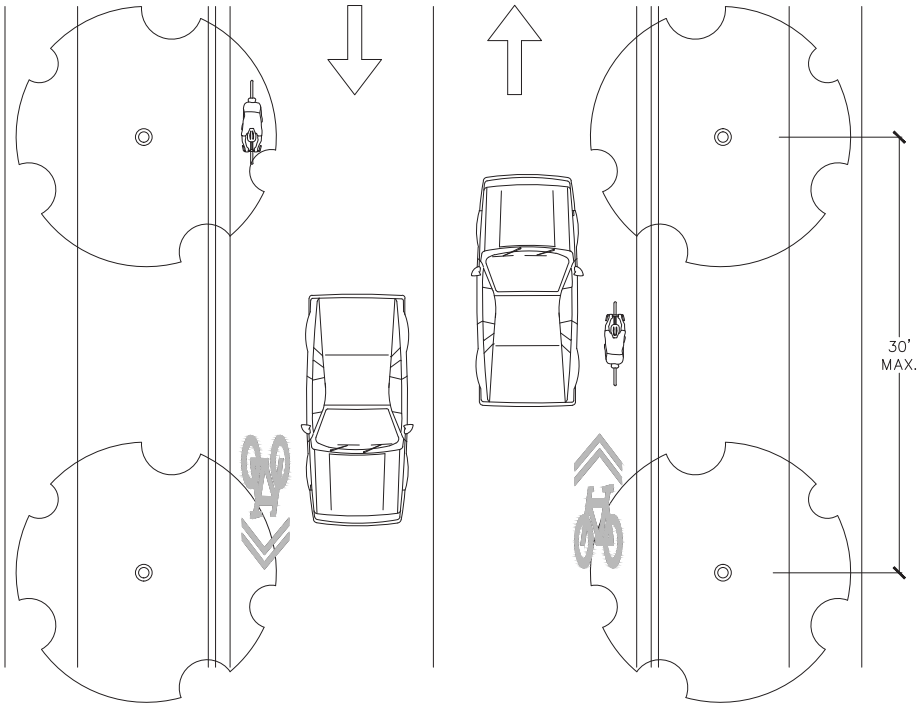




4b COLLECTOR (SHARROW):

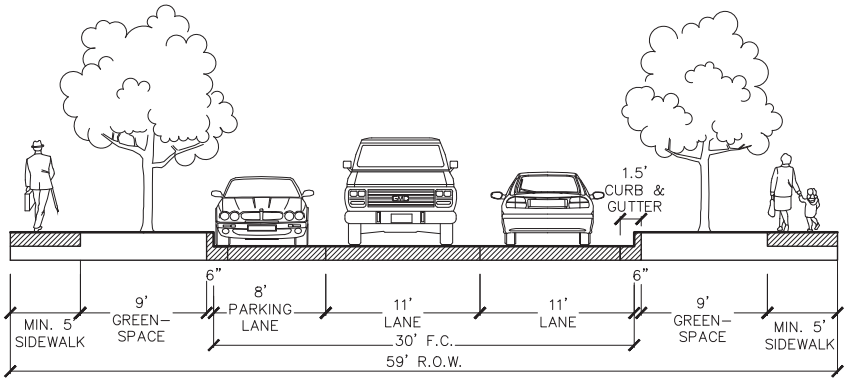
Design Service Volume:	< 4,000 vpd, < 6000 vpd with left turn bays
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 14' shared motorist and cyclist lanes
Turn Lane:	11' turn bays where warranted (See 4a)
Bicycle Lanes:	Shared with drive lane
Parking:	None
Paved Width:	30' from face of curb
Right of Way:	59'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 9' wide

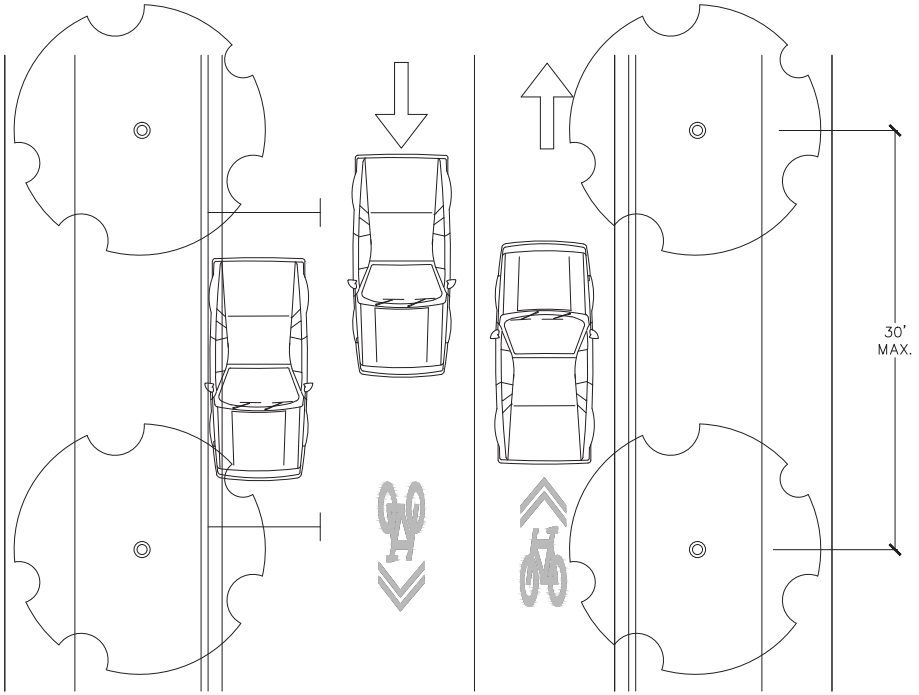




4c COLLECTOR (WITH PARKING):

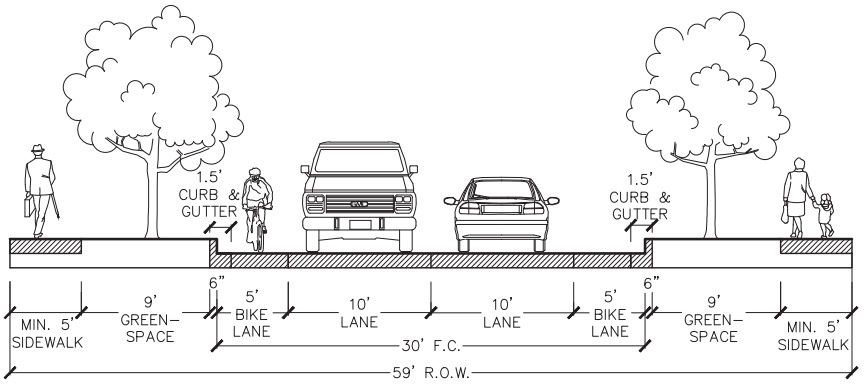
Design Service Volume:	< 4,000 vpd, < 6000 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 11' motorist lanes
Turn Lane:	None
Bicycle Lanes:	Shared with motorist lanes
Parking:	One 8' lane
Paved Width:	30' from face of curb
Right of Way:	59'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9' wide

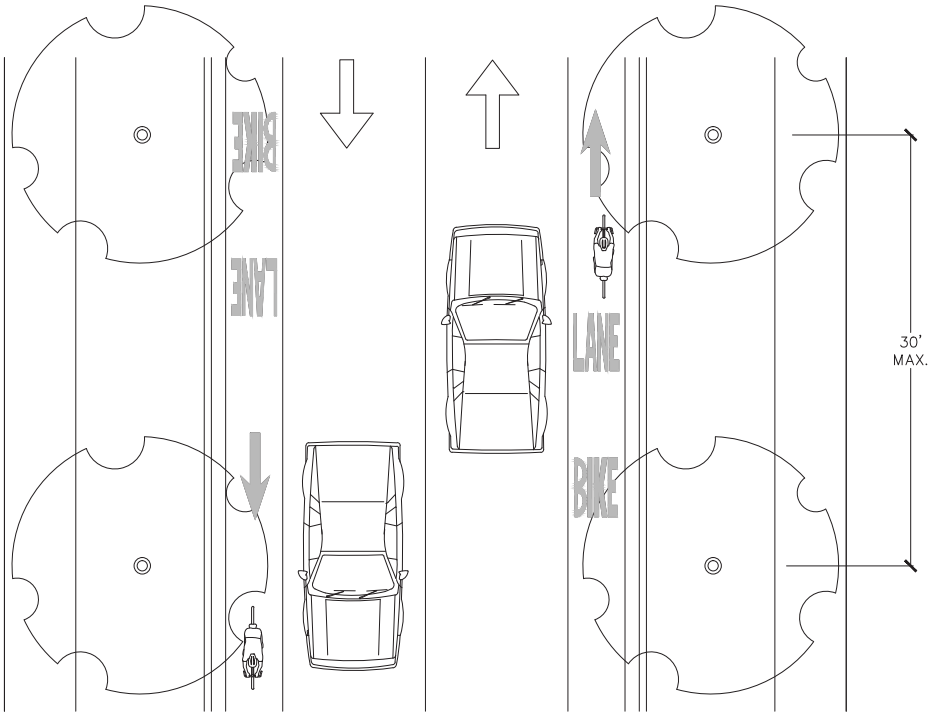




4d COLLECTOR (WITH BICYCLE LANES):

Design Service Volume:	< 4,000 vpd, < 6000 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Two 10' motorist lanes
Turn Lane:	None
Bicycle Lanes:	5' wide, both sides of street against curb
Parking:	None
Paved Width:	30' from face of curb
Right of Way:	59'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line.
Greenspace:	Both sides of street, min. 9' wide



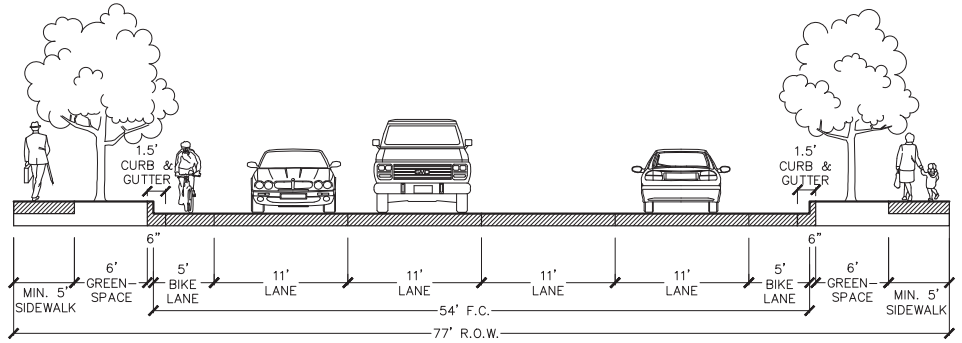


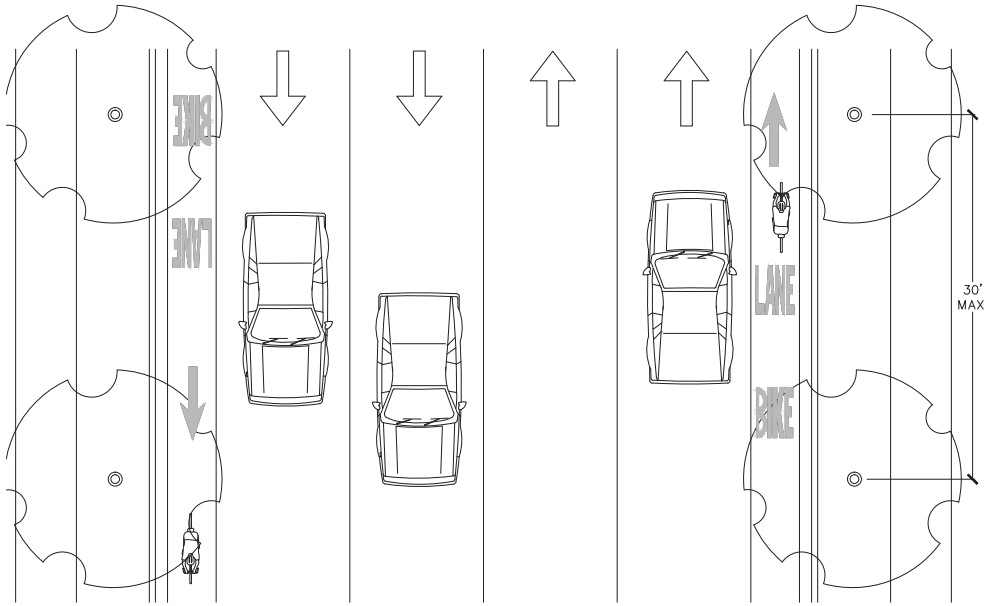
12.2.5 MINOR ARTERIAL STREETS

MINOR ARTERIAL STREETS provide mobility throughout the city, encouraging multiple modes of transportation within the arterial network. Access should be limited to controlled intersections where possible. They have a moderate level of access management.

5 MINOR ARTERIAL:

Design Service Volume:	< 12,200 vpd
Desired Operating Speed:	30-40 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	5' wide, both sides of street next to curb
Parking:	None
Paved Width:	54' from face of curb
Right of Way:	77'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide



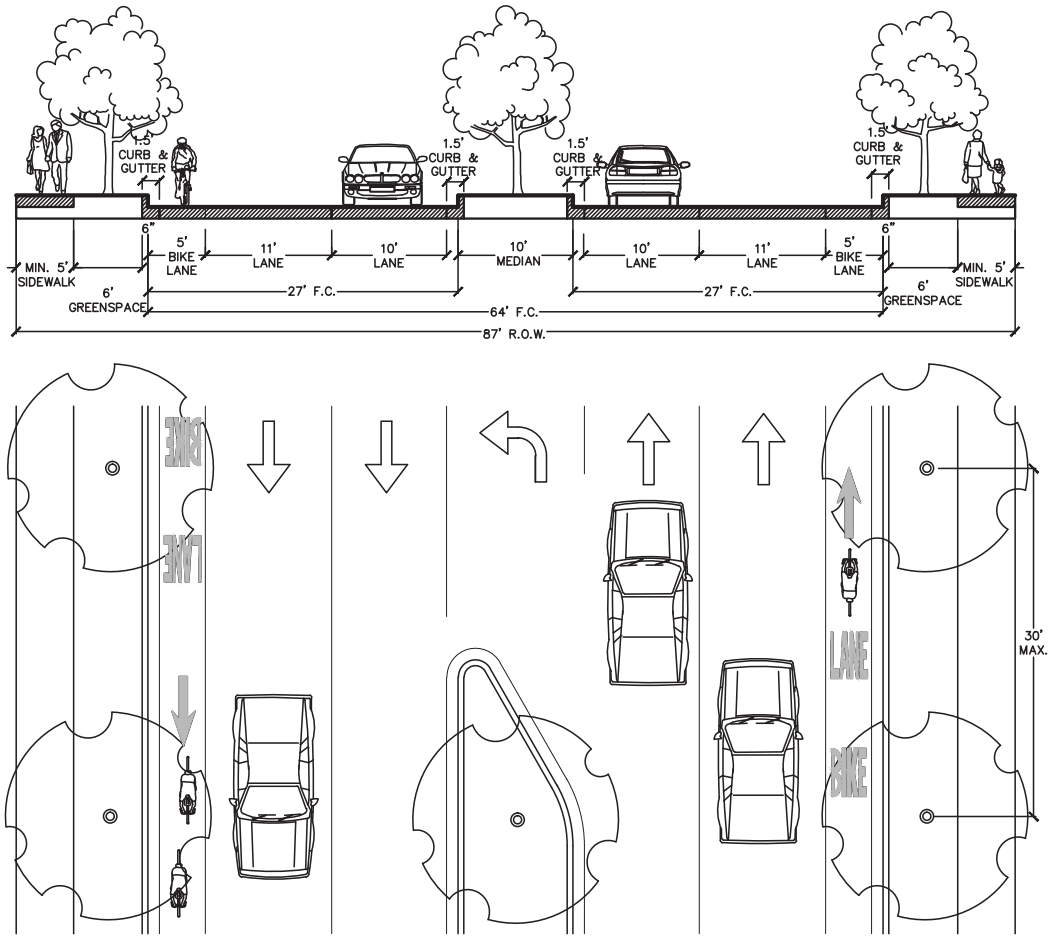


12.2.6 PRINCIPAL ARTERIAL STREETS

PRINCIPAL ARTERIAL STREETS carry high volumes of through traffic. They are designed as boulevards for beauty and safety. They have a high level of access management and access should be primarily by way of cross-streets rather than individual curb cuts.

6 PRINCIPAL ARTERIAL BOULEVARD (WITH BICYCLE LANES) :

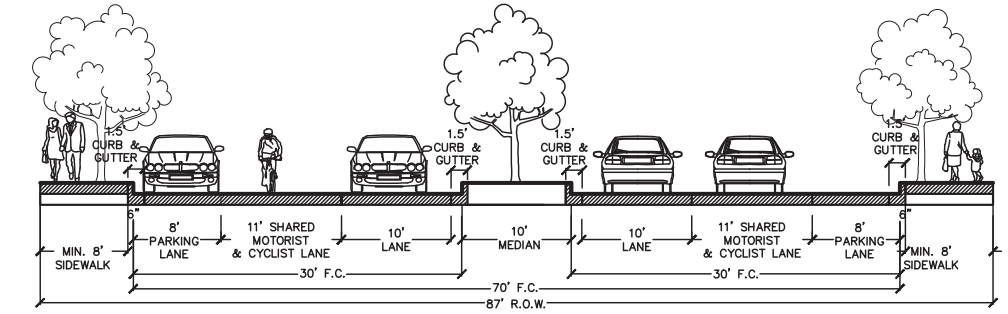
Design Service Volume:	< 17,600 vpd
Desired Operating Speed:	30-40 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	5' wide, both sides of street next to curb
Median:	10', 12' turn lane at intersections
Parking:	None
Paved Width:	27' from face of curb 64' entire width including median
Right of Way:	87'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 6' wide

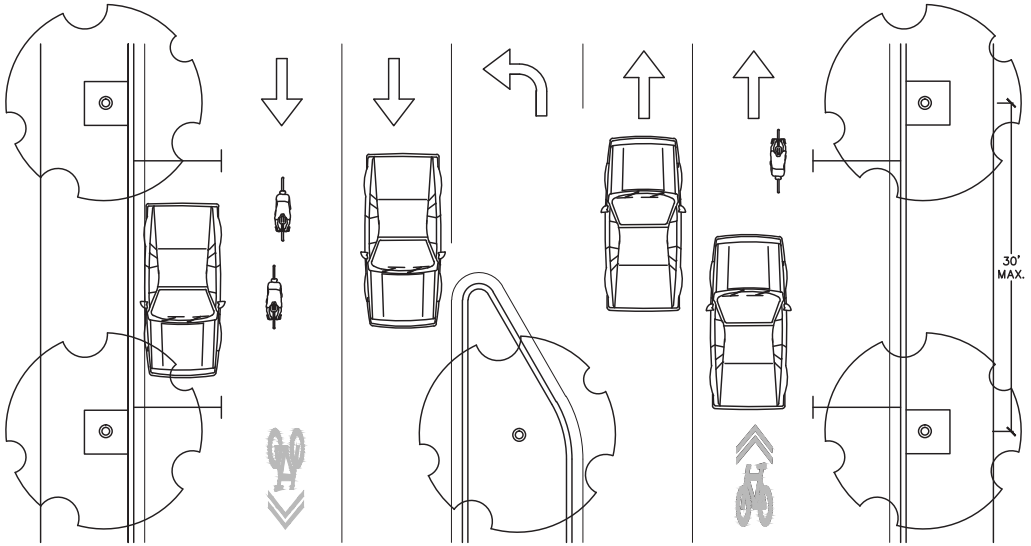


PRINCIPAL ARTERIALS WITH ON-STREET PARKING are intended to be used in compact urban environments that are highly walkable and where building entries front the street. This street section is not intended to be used where traffic speeds exceed 30 MPH.

7 PRINCIPAL ARTERIAL BOULEVARD (WITH PARKING):

Design Service Volume:	< 17,600 vpd
Desired Operating Speed:	25-30 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	Shared with outer auto travel lanes
Median/Turn Lane:	10' median, 12' turn lane
Parking:	8' lane, both sides of street
Paved Width:	30' from face of curb with median 42' from face of curb with turn lane 70' entire width including median
Right of Way:	87'
Sidewalks:	Both sides of street, min. 8' wide with grated tree wells against curb
Greenspace:	None



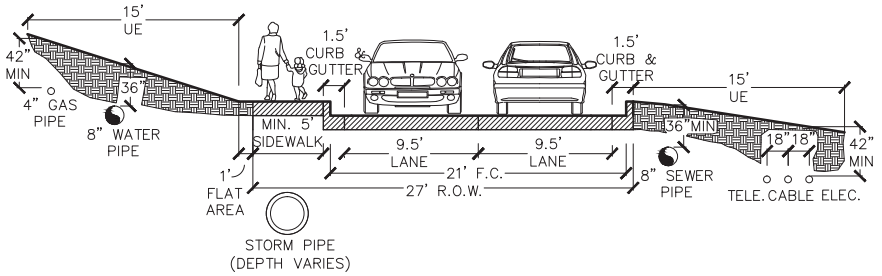


12.2.7 HILLTOP-HILLSIDE OVERLAY DISTRICT STREETS

H.H.O.D. (HILLTOP-HILLSIDE OVERLAY DISTRICT) STREETS are designed with a narrow right-of-way in order to minimize grading disturbance and tree removal, while still accommodating utility locations, vehicular and pedestrian movements. Hillside Residential streets carry limited traffic through neighborhoods, while Hillside Local streets collect traffic from the neighborhoods and disperse it to minor arterials. They have a low level of access management.

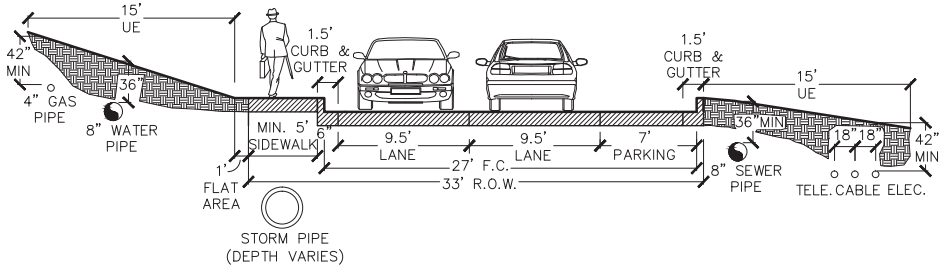
8a HILLSIDE RESIDENTIAL:

Design Service Volume:	< 500 vpd
Desired Operating Speed:	15-20 mph
Travel Lanes:	Two 9.5' lanes
Parking:	Not Allowed
Paved Width:	21' from face of curb
Right of Way:	27'
Sidewalks:	One, at least 5' wide, abutting curb
Greenspace:	None
Utility Easements:	Two, 15' at R.O.W.



8b HILLSIDE LOCAL:

Design Service Volume:	< 4000 vpd
Desired Operating Speed:	20-25 mph
Travel Lanes:	Two 9.5' lanes
Parking:	One 7' lane
Paved Width:	27' from face of curb
Right of Way:	33'
Sidewalks:	One, at least 5' wide, abutting curb
Greenspace:	None
Utility Easements:	Two, 15' at R.O.W.

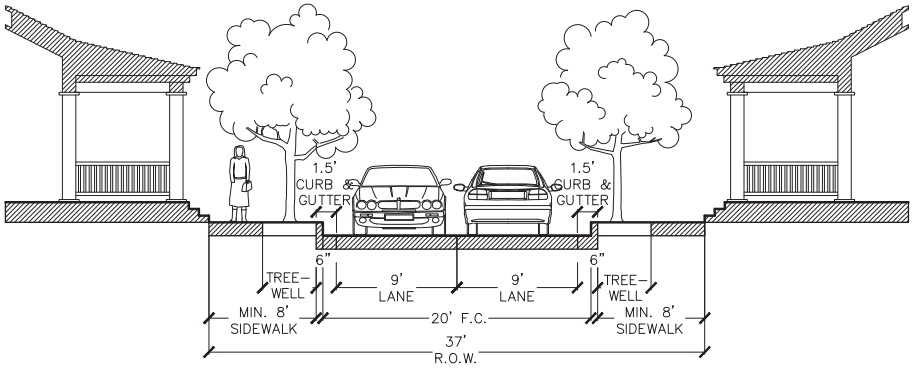


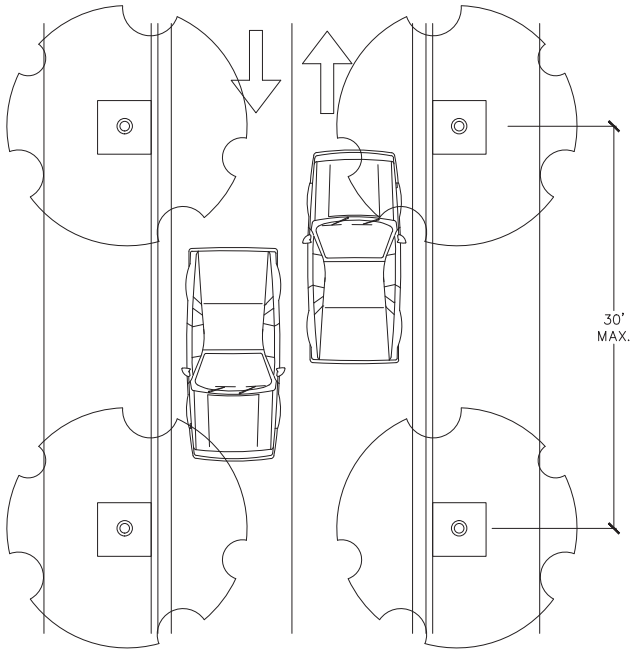
12.2.8 DOWNTOWN MASTER PLAN STREETS

DOWNTOWN MASTER PLAN STREETS are specific to the Downtown Master Plan area.

9a ST 37 9/9

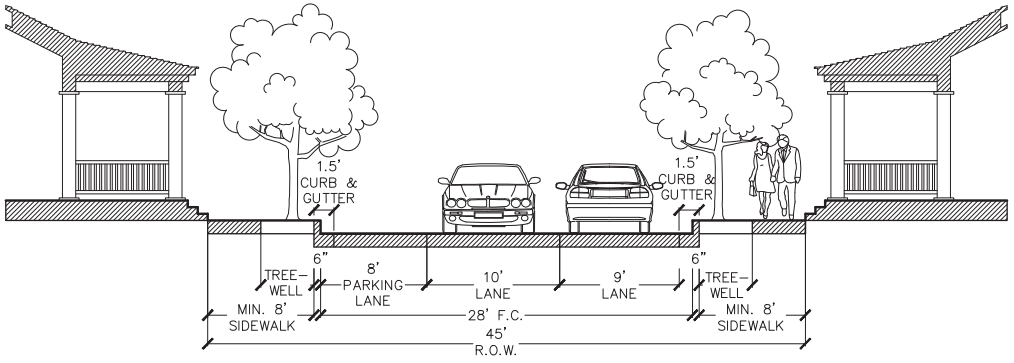
Design Service Volume:	< 300 vpd
Traffic Lanes:	Two 9’ lanes
Parking:	Not Allowed
Paved Width:	20’ from face of curb
Right of Way:	37’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

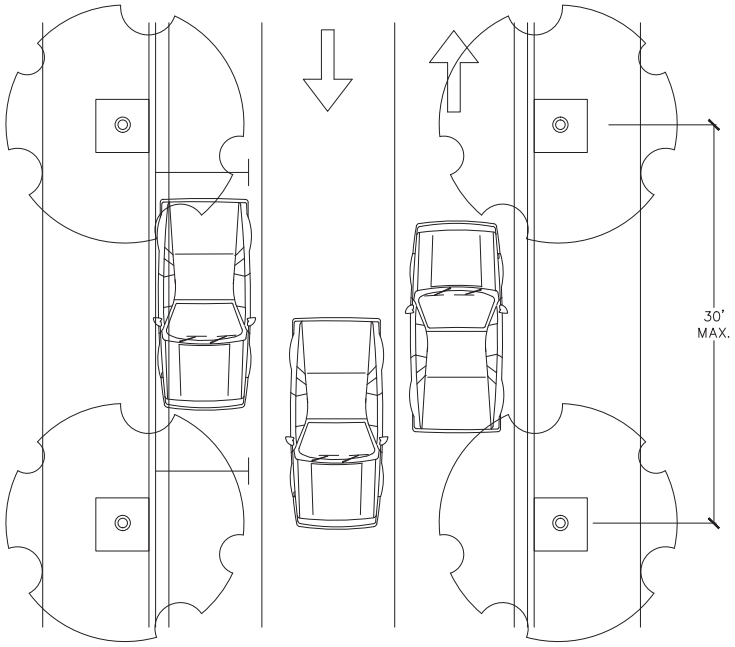




9b ST 45 8/10/9

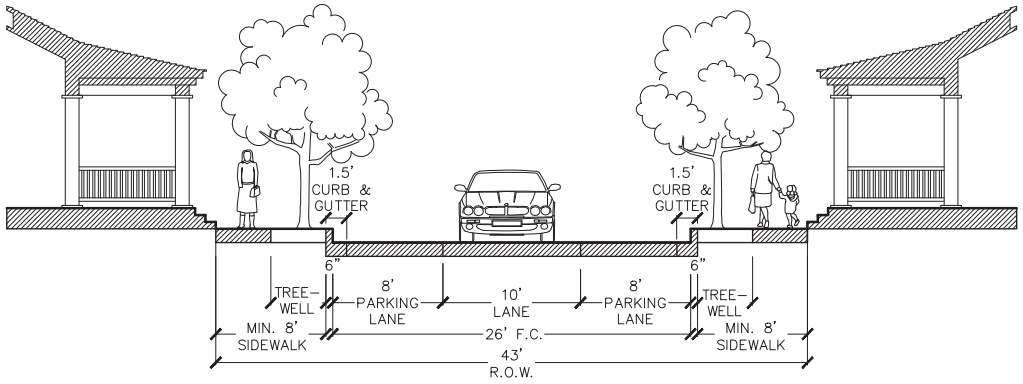
Design Service Volume:	< 300 vpd
Traffic Lanes:	One 10’ lane, one 9’ lane
Parking:	One 8’ lane
Paved Width:	28’ from face of curb
Right of Way:	45’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

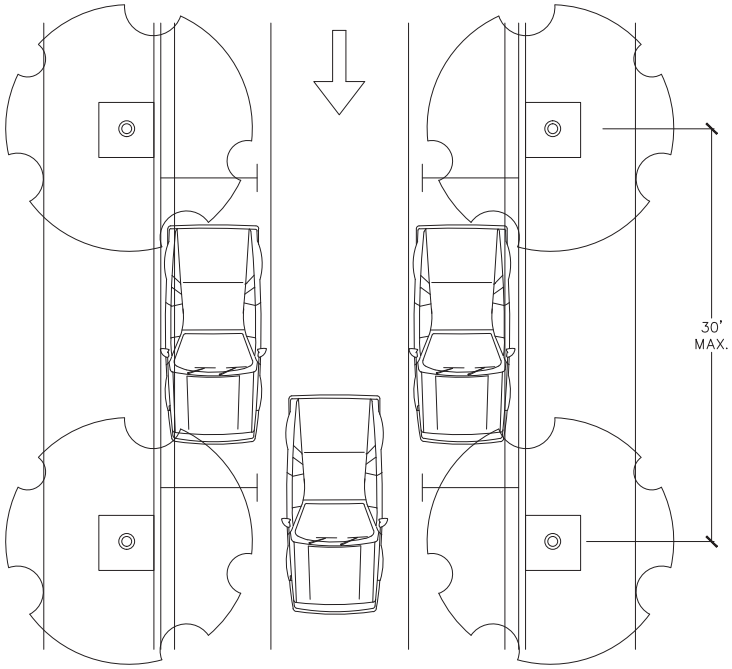




9c ST 43 8/10/8 *

Design Service Volume:	< 4,000 vpd
Traffic Lanes:	One 10’ lane
Parking:	Two 8’ lanes
Paved Width:	26’ from face of curb
Right of Way:	43’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

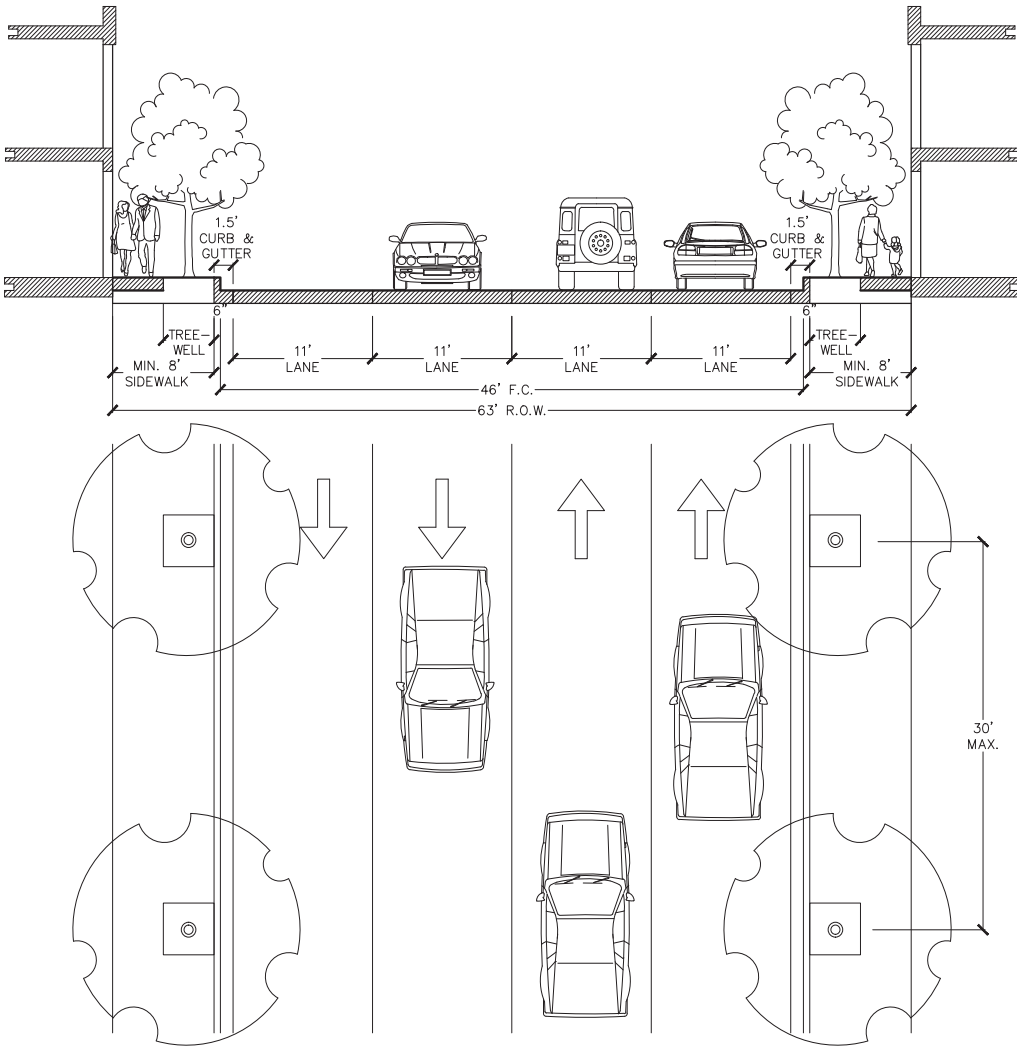




***** This street cross section is permitted only for portions of Locust Avenue and Meadow street in the Downtown Master Plan Area.

9d ST 63 11/11/11/11

Design Service Volume:	<17,600 vpd
Traffic Lanes:	Four 11’ lanes
Bicycle Lanes:	None
Parking:	None
Paved Width:	46’ from face of curb
Right of Way:	63’
Sidewalks:	Both sides of street, min. 8’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

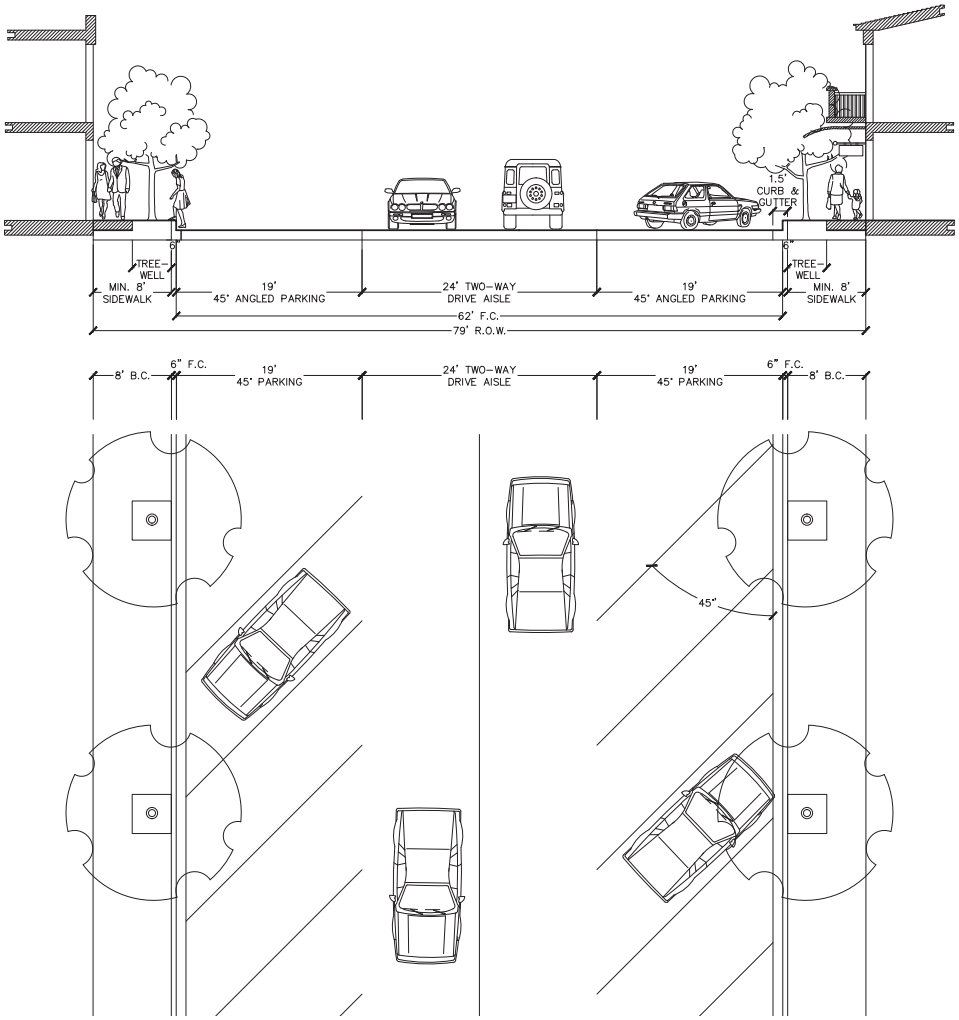


12.2.9 TWO-WAY SQUARE

The TWO-WAY SQUARE is designed to be utilized in town-square type scenarios, central to development, adjacent to mixed use with high volumes of pedestrian traffic. On street parking and high levels of pedestrian use keep vehicular speeds low.

10 TWO-WAY SQUARE

Design Service Volume:	< 4,000 vpd
Traffic Lanes:	Two 12’ lanes
Bicycle Lanes:	Shared with motorist lane
Parking:	Two 19’ lanes, angled 45°, with back in or pull in
Paved Width:	62’ from face of curb
Right of Way:	79’
Sidewalks:	Both sides of street, min. 12’ wide with grated tree wells against curb
Greenspace:	Both sides of street, tree wells

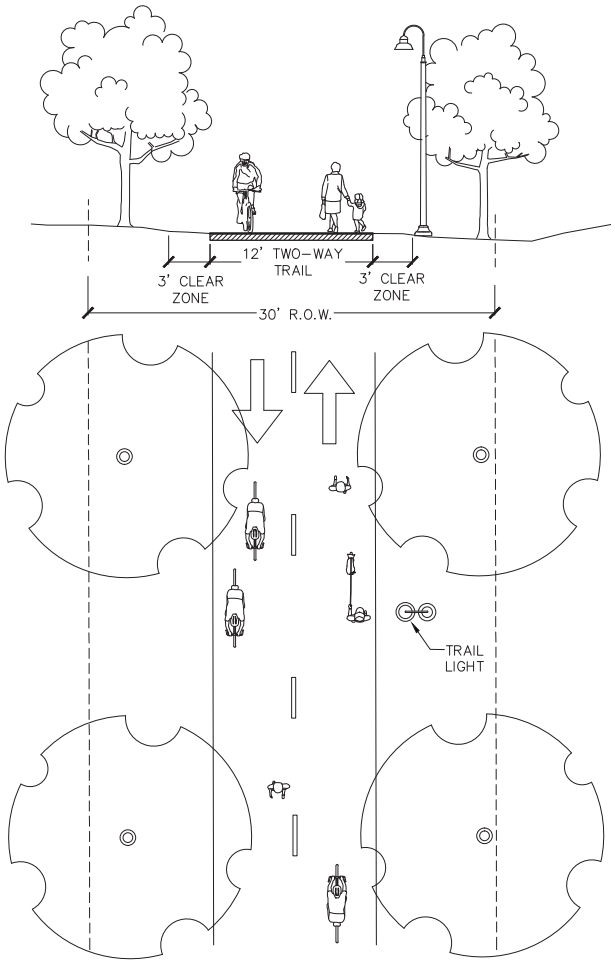


PAVED TRANSPORTATION TRAILS provide safe, alternative means of transportation for a variety of non-motorized uses. The Fayetteville Alternative Transportation and Trails Master Plan identifies trail corridors that connect neighborhoods, businesses, schools and parks. The goal of the Master Plan is to create an interconnected system of trails throughout Fayetteville to provide a network of alternative transportation routes for people of all ages to safely travel around the City.
All transportation trails are constructed 12 feet in width in order to accommodate the high volume and variety of users including walkers, joggers, strollers, bicycles, wheelchairs, and any other non-motorized use.

ASPHALT TRAIL is used in areas where the trail is located above of the flood prone areas and away from vehicle traffic. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

CONCRETE TRAIL is used when the trail is located in a flood prone area along a creek. Concrete holds up much better than asphalt when subjected to flood waters. Concrete is also used at road crossings including the ramps and other areas where increased durability is necessary. Trail pavement should match the adjacent pavement surface when connecting to existing trail.

Desired Operating Speed:	15 mph
Travel Lanes:	Two 6' lanes
Paved Width:	12'
Right of Way:	30' minimum
Greenspace:	Both sides of trail



Master Transportation Plan Guiding Policies

Circulation: ***Guiding Policies***

In order to guide the formulation of a Master Transportation Plan and direct the Planning Commission regarding land use decisions which affect transportation issues, the following policies are suggested:

12.2.10.a Promote the coordinated and efficient use of all available and future transportation modes. (Goal 4)

12.2.10.b Meet the diverse transportation needs of the people of the City, including rural and urban populations and the unique mobility needs of the elderly and disability communities.

12.2.10.c Ensure the repair and necessary improvements of roads and bridges throughout the City to provide a safe, efficient and adequate transportation network.

12.2.10.d Minimize the harmful effects of transportation on public health and on air and water quality, land and other natural resources.

12.2.10.e Promote reliance on energy-efficient forms of transportation.

12.2.10.f Incorporate a public participation process in which the public has timely notice and opportunity to identify and comment on transportation concerns.

12.2.10.g Monitor and improve transportation facilities to conveniently serve the intra-city and regional travel needs of Fayetteville residents, business and visitors.

12.2.10.h Monitor the incidence of traffic accidents and implement physical and operational measures to improve public safety.

12.2.10.i Support mass transit which offers convenient and reliable alternatives to the automobile. (Goal 4e)

12.2.10.j Establish facilities which accommodate safe and convenient travel for pedestrians and bicyclists. (Goal 4e)

12.2.10.k Promote mixed-use and traditional neighborhood development to reduce roadway demand and change travel patterns. (Goal 3b, Goal 4)

12.2.10.l Encourage consideration of the impacts on the transportation network in land use decisions made by the Planning Commission.

12.2.10.m Periodically update the Master Street Plan in order to evaluate the context sensitivity and the appropriateness of right-of-way dedication requirements.

12.2.10.n Encourage the construction of sheltered bus stops and bicycle parking facilities at transit stops, shopping centers and employment centers.

12.2.10.o Support multi-modal transportation options such as trails, sidewalks, bike lanes and mass transit. (Goal 4)

12.2.10.p Promote the continued expansion of the City's trail network through proactive planning and the acquisition of trail easements. (Goal 4)

12.2.10.q Promote increased bicycle usage by providing integrated bicycle facilities on new and redesigned roadways, where appropriate. (Goal 4)

12.3 ANNEXATION

12.3.1 Purpose

Annexation is the inclusion of previously unincorporated lands within the City limits. Annexation has benefits to the residents of the annexed area as well as to the City. The residents gain access to urban services, such as enhanced police and fire protection, and have a voice in city government. The City gains the ability to control development and extend boundaries in a logical manner.

The purpose of this planning element is to take a more active approach toward annexations by identifying potential annexation areas and establishing annexation policies. The annexation policies will guide evaluation of future annexation proposals. The policies are designed to ensure that public services, infrastructure, and utility extension is properly addressed in order to manage growth. The potential annexation areas can become part of the City when annexation policies are met.

12.3.2 History and Trends

The original town was incorporated in 1870 with approximately 1200 acres. Since incorporation, the City has made 189 annexations, totaling 34,654.67 acres. Annexation activity was relatively slow until the 1940s, when over 2,500 acres were annexed with 10 annexations. During the 1950s, almost the same number of annexations took place, however, the total land area annexed was significantly smaller than in the 1940s. By the 1960s, annexation activity increased dramatically, with 42 annexations bringing over 18,000 acres into the City limits. Annexation numbers dropped in 1970 and stayed steady until the 1990s, when the number of annexations tripled from the 1980s. In 2000, the City contained 45 square miles, and in 2005, the City contained 50 square miles.

TABLE 12.3.1
ANNEXATION HISTORY
Fayetteville (1870 - 2006)

Time Period	Number of Annexations	Total Acres
1870	Original Town	1,202.48
1910	1	160.57
1932	1	83.60
1940 - 1949	10	2,572.05
1952 - 1958	9	1,194.66
1960 - 1969	42	18,250.55
1970 - 1978	12	1,347.14
1980 - 1988	9	1,591.87
1990 - 1999	27	2,106.70
2000 - 2005	61	3,559
2006 - 2010	18	3,719.09
Total	182	35,857.15

Source: City of Fayetteville,GIS, Dec. 2010

TABLE 12.3.2
SEVEN LARGEST ANNEXATIONS
Fayetteville (1870-2006)

Ordinance Number	Acres	Year
889	1,765	1946
1258	1,489.24	1961
1274	2,138.61	1961
1479	1,267.69	1966
1556	11,376.66	1967
2857	1,286.45	1982
4888	2,017	2006

Source: City of Fayetteville, GIS, Dec. 2010

Approximately 60 percent of the total annexations can be attributed to seven single annexations. Each of these annexations included more than 1,000 acres. Four of those six annexation occurred during the 1960s. The most significant annexation was in 1967 that added over 11,000 acres to the City limits. Until 1960, the number of persons per acre remained relatively high, but decreased between 1940 and 1960. The significant drop in persons per acre from 3.9 in 1960 to 1.3 in 1970 is reflective of the significant land area annexed during this time. The trend of decreasing persons per acre reversed in 1980 and increased over the next two and half decades. By 2000, the persons per acre was 2.2, however, this trend has again reversed, due to several large annexations, resulting in approximately 33% increase in land area since 2000.

TABLE 12.3.3
POPULATION VS. LAND AREA
Fayetteville (1940-2000)

Year	Population		Land Area		Persons Per Acre
	Persons	Percent Change	Acres	Percent Change	
1940	8,212	--	1,446.65	--	5.6
1950	17,017	107.2%	4,018.70	177.79%	4.2
1960	20,274	19.1%	5,213.36	29.73%	3.9
1970	30,729	61.7%	23,463.91	350.1%	1.3
1980	36,608	19.1%	24,811.05	5.74%	1.5
1990	42,247	15.0%	26,402.92	6.42%	1.6
2000	58,047	37.9%	26,756.46	7.98%	2.2
2006	67,020	15.5%	32,103.47	20.0%	2.1
2010	73,580	10.0%	35,454.00	10.0%	2.1

Source: City of Fayetteville, GIS, June 2006

12.3.3 State Statutes on Annexation

Arkansas Statutes

Title 14, Chapter 40 of the state statute discusses annexation. Annexations can be initiated by a municipality or by property owners.

A municipality can annex contiguous lands, lands surrounded by the municipality, unincorporated area that is completely bounded by two or more municipalities if the municipality has the greater distance of city limits adjoining the area, and land contiguous and in adjacent counties. To annex any contiguous lands, the governing body must adopt an ordinance, passed by two-thirds of the governing body and hold an election of the people. Those lands must meet one of the following criteria:

- Platted and held for sale or use as municipal lots;
- Whether platted or not, if the lands are held to be sold as suburban property;
- When the lands furnish the abode for a densely settled community or represent the actual growth of the municipality beyond its legal boundary;
- When the lands are needed for any proper municipal purposes such as for the extension of needed police regulation; or
- When they are valuable by reason of their adaptability for prospective municipal uses.

Contiguous lands must not be annexed if they meet either of the following criteria:

- Have a fair market value at the time of adoption of the ordinance of lands used only for agricultural or

horticultural purposes and the highest and best use of the land is for agricultural or horticultural purposes; or

- Are lands upon which a new community is to be constructed with funds guaranteed in whole or in part by the federal government under Title IV of the Housing and Urban Development Act of 1968 or under Title VII of the Housing and Urban Development Act of 1970.

To annex land surrounded by a municipality, the governing body can propose an ordinance to annex the property. Again, the lands must meet the criteria listed above. A public hearing must be held within 60 days of the proposed ordinance. A majority of the governing body must approve the annexation for it to become effective.

Property owners in areas contiguous and adjacent to a municipality may request annexation. They can apply with a petition of the majority of land owners in the area, if the majority of the total number of owners own more than one-half of the acreage affected.

12.3.4 Potential Annexation Areas

The potential annexation areas should be identified by the City using the following criteria.

- Areas that are already urban in character.
- Areas than can be developed at urban densities.
- Immediate areas are those that are peninsulas or islands, where municipal services have already been extended.
- Vacant lands that are subject to development pressure.
- Areas where urban services are already provided.
- Areas where urban services are needed.

12.3.5 Annexation Guiding Policies

Boundaries

12.3.5.a Annex existing islands and peninsulas and do not annex areas that would create an island or peninsula.

12.3.5.b Proposed annexation area must be adjacent, or contiguous, to city limits.

12.3.5.c Areas should either include or exclude entire subdivisions or neighborhoods, not divide.

12.3.5.d Boundaries for annexed areas should follow natural corridors.

12.3.5.e The provision of services should be concurrent with development.

Environmentally Sensitive Areas

12.3.5. f Annex environmentally sensitive areas that could be impacted by development and utilize appropriate development regulations to protect those areas.

Emergency and Public Services

12.3.5.g Public services must be able to be provided efficiently in newly annexed areas.

12.3.5.h Annexed areas should receive the same level of service of areas already in the city limits.

12.3.5.i The ability to provide public services should be evaluated in terms of equipment, training of personnel, number of units and response time.

Infrastructure and Utilities

12.3.5.j Areas currently served by utilities and other public services should be annexed.

12.3.5.k Proposed annexation areas should not require the upgrading of utilities to meet the demands of development unless there is a threat to public safety.

12.3.5.l Phased annexation should be initiated by the City within active annexation areas based on planned service extensions or availability of services.

Intergovernmental Relations

12.3.5.m Promote long-range planning with adjacent jurisdictions.

12.3.5.n Establish agreements to address regional concerns, such as water, stormwater and sewer.

Administration of Annexations

12.3.5.o Develop a land use plan for annexation initiated by the City.

12.3.5.p Designate zoning districts for the property during the annexation process.

12.3.5.q An annexation study should be completed on all annexation proposals.

12.3.5.r Development proposals require a separate review from the annexation proposals.

12.3.5.s Residents should be fully informed of annexation activities.

12.3.5.t Encourage larger annexations to create acceptable boundaries.

12.3.5.u Conduct a fiscal impact assessments on large annexations.

APPENDIX A
Online Survey Results

Combined Results: 133 Respondents

1) In what part of Fayetteville do you live?

Area	Approximate Boundaries	Count	Percent %
1	West of I-540	16	12%
2	North of North Street between I-540 and Gregg and College Avenues	9	7%
3	North of North Street between Mission Blvd. and Gregg	14	11%
4	North of MLK Blvd. and south of North Street between I-540 and Razorback Road	15	11%
5	North of 15th Street and south of North Street between Razorback Road and Mission Blvd.	38	29%
6	North of MLK Blvd. and east of Mission Blvd.	31	24%
7	South of MLK Blvd. and 15th Street and east of I-540	0	0%
8	Outside Fayetteville City limits	8	6%

2) On a scale of 1 to 6 where 1 is most important and 6 is least important, please rate the importance of each of the following factors when you moved to your current residence.

Item	Total Score	Rank
Neighborhood	311	1
Housing Type (e.g. condo, single-family home, apartment, etc.)	351	2
Housing Cost	356	3
Distance to Amenities (grocery store, shopping, etc.)	423	4
Distance to Work	441	5
School District	576	6

3) On a scale of 1 to 6 where 1 is most important and 6 is least important, please rate the importance of each of the following factors in determining where you will live when you move next.

Item	Total Score	Rank
Neighborhood	298	1
Housing Cost	318	2
Housing Type (e.g. condo, single-family home, apartment, etc.)	347	3
Distance to Amenities (grocery store, shopping, etc.)	366	4
Distance to Work	412	5
School District	552	6

4) Do you utilize an alternative means of transportation (e.g. trail, sidewalk, bus) to access daily needs (e.g. grocery, haircut, entertainment)?

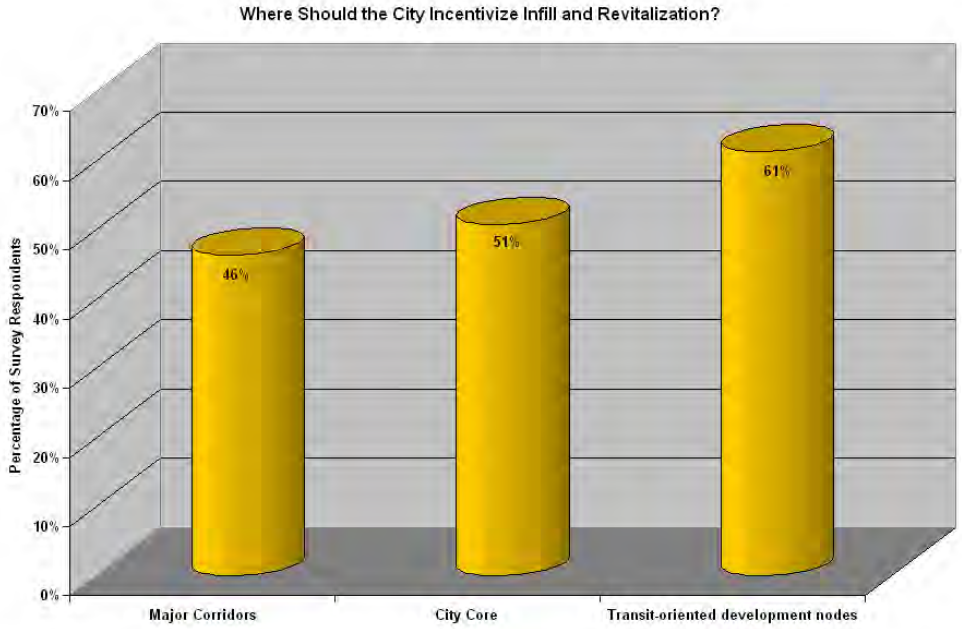
Value	Count	Percent
Yes	53	40.5%
No	78	59.5%

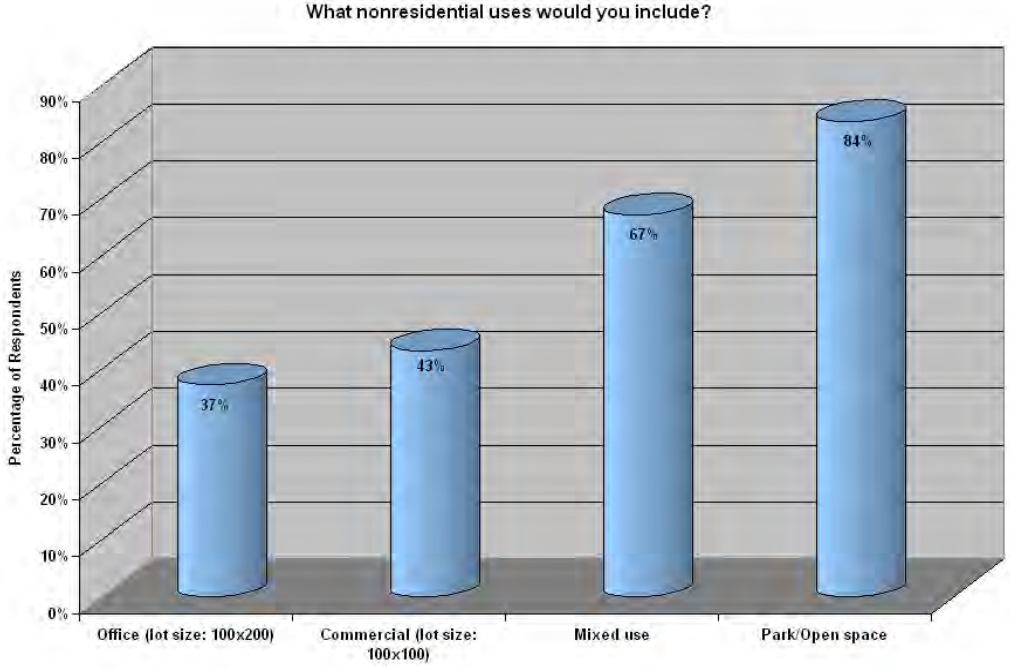
Question:
You are a developer who has just purchased five acres of undeveloped property in an existing neighborhood where you also happen to live (You live at House #1 on the map).

Tips and Guidelines:
1) Try not to focus on the architecture too much. Most neighborhoods display a variety or architectural styles, which continue to evolve over time.
2) Street "A" is a two-lane residential street with only local traffic. Street "B" is only two lanes, but is highly traveled. (Think Mission, Old Wire, Salem or Huntsville)
3) The new development must contain **at least one nonresidential use and at least two different housing types.**

APPENDIX A
Online Survey Results

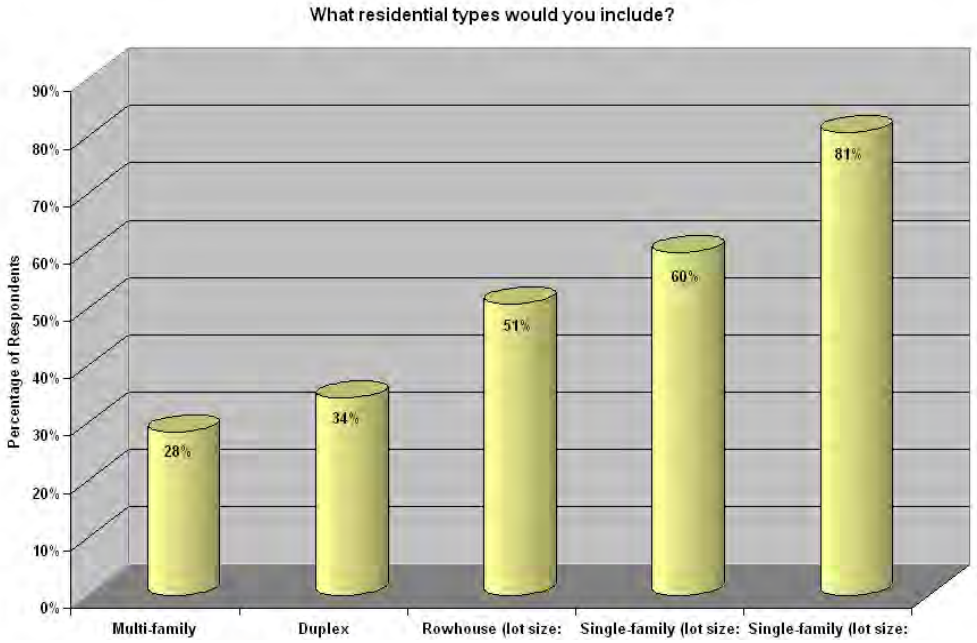
CITY PLAN 2030

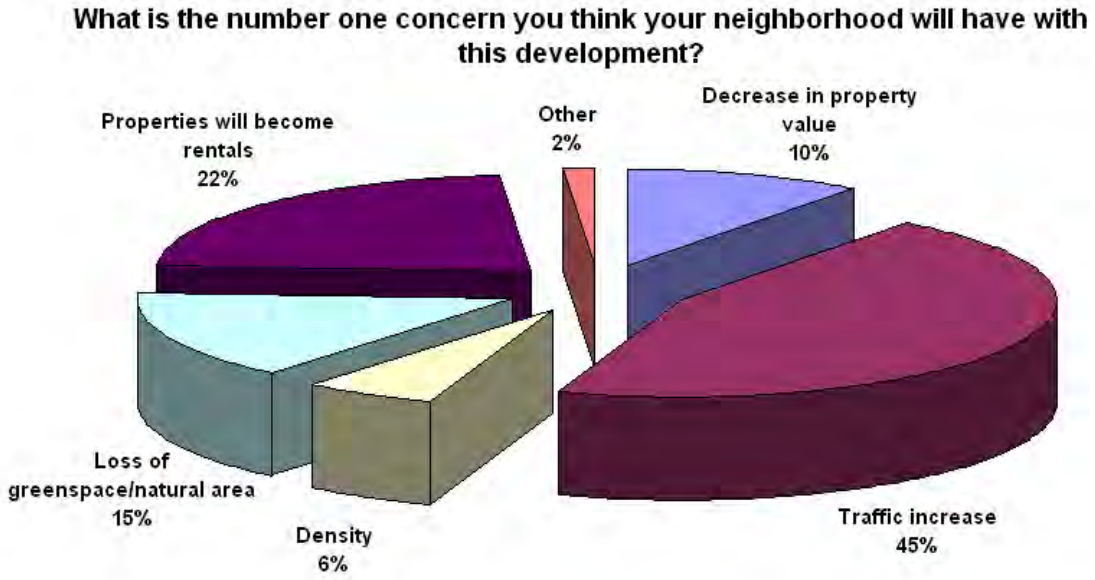




APPENDIX A
Online Survey Results

CITY PLAN 2030





APPENDIX A

Online Survey Results

CITY PLAN 2030

University of Arkansas, Fayetteville Campus -Old Main. The University Hall building was built from 1872-74 and modeled after the main building of the University of Illinois. The building itself is a demonstration of architectural ingenuity and perseverance. At the time of construction, there was no railroad within 150 miles of Fayetteville; thus, bricks were made on the campus. Iron and glass were transported via the Arkansas River and hauled over mountains by teams of ox. Lumber and additional building stone came from within the surrounding area. After an extensive renovation, Old Main was rededicated in September 1991. Old Main was listed in the National Register in 1970.

Graduates of the University have their names imprinted in concrete along **"Senior Walk"** beginning from the door of Old Main and extending across the campus. This tradition began in 1876 and continues today.

Chi Omega Sorority was founded on the campus in 1895. In 1930, the National Chi Omega Foundation erected the Chi Omega Theater as a memorial to the sorority's founding. A bronze plaque on the foundation of the theater's south pylon pays tribute to the University.

Carnall Hall is located at the northeast corner of campus at Arkansas Avenue and Maple Street. Constructed in 1895 by Charles L. Thompson, as the first women's dorm, the building was named after Professor Ella Carnall. The structure is built of brick with a native stone foundation. Thompson is the architect who built the Washington County Courthouse.

Headquarters House - 118 E. Dickson. Over 100 years ago, Jonas M. Tebbetts, a Fayetteville lawyer built what is often referred to as the "most beautiful antebellum house in Arkansas." The house served as the headquarters of the union commander during the Battle of Fayetteville on April 18, 1863. Across the street (corner of College Avenue and Dickson Street) is a bronze marker giving the date of the battle and names of the opposing commanders, Confederate W.L. Cabell and Union Colonel M. Larue Harrison. The site presently houses the Washington County Historical Society. The Headquarters House has been on the National Register since 1971.

Ridge House - Northeast corner of Center and Locust. Constructed in 1854, the Ridge House is Fayetteville's oldest home site on record. The original log structure was built by John Ridge, a Cherokee leader instrumental in bringing the Cherokee to the southwest. Original logs are encased in the two-story clapboard structure. The Ridge House is presently maintained by the Washington County Historical Society and has been listed on National Register since 1972.

APPENDIX B
Historic Structures

CITY PLAN 2030

Walker-Stone House - West Mountain and 207 West Center Street. The Walker-Stone house is two separate brick structures constructed by Judge David Walker, Supreme Court Judge and Chairman of Arkansas Secession Convention. The first home was built on East Mountain and provides a commanding view of Fayetteville. The second home (Center Street) once housed the internationally acclaimed architect, Edward Durrell Stone. The later building has been restored for professional use by the law firm of Kincaid, Horne & Trumbo. The Walker-Stone House obtained National Register status in 1970.

Gregg House - Southwest corner of Lafayette and Gregg. This house was constructed in 1871 by Arkansas Supreme Court Justice Lafayette Gregg and still functions as a private residence. Justice Lafayette Gregg was responsible for preparation of the legislative bill that located the University of Arkansas in Fayetteville and supervision of Old Main's construction. In 1974 the Gregg house was approved for National Register status.

Walker Kneer Williams House - Kneer Road. Located on the south slope of Mt. Sequoyah. Listed on the National Register as of 1975. The structure is a T-shaped brick Georgian structure with Victorian trim constructed between 1870-1880 of brick, stone, and wood. Other than the enclosing of the south gallery and the addition of a back stair, the structure is original and in excellent condition. Built by W. Z. Marges, the red brick was locally produced from the same clay deposits as the Gregg home.

Washington County Courthouse - Located on North College Avenue (State Highway 471) at the east end of Center Street, this building has been the subject of numerous restoration efforts. It has recently been identified as a historic landmark. (Exact date of construction unknown). The County courthouse has been on the National Register since 1972.

Washington County Jail -Located on North College (U.S. 71) at the east end of Mountain Street (Exact date of construction unknown). The County jail has been on the National Register since 1978.

Old Post Office - The Old Post Office is located in the center of Fayetteville Square. This building is listed on the National Register and has been restored to serve as restaurant and private club. Nomination of the old Post Office for listing on the Register was approved in 1974.

Frisco Depot - 550 W. Dickson. Erected in 1887 after the first station burned. The original building was remodeled and enlarged in 1925. The depot was transformed with a Spanish influence. It is the only vintage depot standing on the former Frisco line between Missouri and Van Buren. The last regular passenger train passed through Fayetteville on September 18, 1965.

Wade Heverwagen House - 338 Washington Avenue. Built in 1873 with an addition in the 1880's wooden 2-story Y-plan house in an early Virginia style. Still occupied and in good shape.

Hemingway House and Barn -Two story wood frame house covered in clapboards and shingles, rests on short stone piers. Built in 1907 for attorney Wilson Elwin Hemingway. Charles L. Thompson designed the house and barn. It is now the residence of the original owners' granddaughter. It was designed as a summer dwelling of Dutch Colonial influence which is in contrast to Thompson's usual strong classical influence within the Colonial Revival styles.

Wilson, Pittman, Campbell-Gregory House - 405 East Dickson. The original two-story brick structure was built in 1866 with an addition in 1913. Built by J. H. Wilson but purchased before completion by James Pittman, a Confederate Colonel during the Civil War. The exterior has had a few cosmetic alterations but the interior of the house is remarkably unaltered.

Magnolia Filling Station - 429 W. LaFayette. Built by Earl Byrd in 1925 it is the only known surviving structure of the Magnolia Company. It is an outstanding example of the drive-in type structure.

Troy Gordon House - 9 East Township Road. Constructed in 1851 in the Greek Revival style. The structure has been recycled and is now used for office space. This is one of the few antebellum houses remaining in the state.

Jackson House - Built in 1872. Bricks made on property.

Routh-Bailey House - Old Wire Road. Constructed in 1848 entirely by slaves. The 20 slaves were owned by Benjamin Routh. They dug and burned clay and limestone on the farm to make bricks and mortar to build the brick structure.

Guisinger Building - Built in 1886 by William Crenshaw, an early Fayetteville hardware merchant. The brick building is typical of late 19th century commercial style buildings. The building was refurbished retaining all the architectural flavor of the interior including the pressed tin ceilings. It currently houses a law firm.

APPENDIX B
Historic Structures

CITY PLAN 2030

Villa Rosa - 617 W. LaFayette. The Villa Rosa is a two-story frame residence with a beige brick facing built in the Italian Renaissance style in 1932. Named for Rosa Marinoni, a former Arkansas poet laureate and an important figure in the state's cultural history. Rosa designed the home herself, after her father's summer home, Villa Rosa, in Bologna.

Johnson Barn - Cato Springs Road north of Round Top Mountain. A 1933 two-story, balloon frame, gambrel roof agricultural building. It is supported by a fieldstone foundation, sheathed in wood weatherboard siding, and constructed with solid walnut columns on the first floor and long, unspliced truss members that frame the gambrel roof. Designed with a side drive plan by Ben F. Johnson, III, a Harvard University landscape architect graduate, after an extensive study of Northwest Arkansas barn types. He took the best design features and incorporated them into an ideal barn structure.

National Cemetery - The National Cemetery is the burial site of over 1,600 U.S. soldiers who fought in both World War I, World War II and Korea, Vietnam and the Persian Gulf. The cemetery is maintained by the U.S. Government and is located at the south end of Government Avenue.

Arkansas College - On College Avenue where the First Christian Church now stands was the site of the Arkansas College, the first chartered college to grant Bachelor degrees (1860-1862). In 1928 when Fayetteville celebrated its centennial birthday, this site became an historical marker and is recognized by the placement of a bronze plaque on the front of the church. The plaque commemorates the old Arkansas College which was destroyed by fire during the Civil War.

Fayetteville Female Seminary - The Female Seminary, built in 1839 was located on Mountain Street, one block west of Fayetteville Square. It was begun as a school for Indian girls from the Cherokee Nation and became widely renowned as being the best school for girls in the southwest. The seminary was destroyed by fire during the Civil War and is commemorated now by a bronze plaque on a stone pillar on West Mountain Street.

Confederate Cemetery - Located at the east end of Rock Street, this cemetery is the burial grounds for Confederate Soldiers from Texas, Missouri, Louisiana and Arkansas.

Eason Building - The Bank of Fayetteville and the First National Bank merged in 1915 and were originally housed in the Eason Building.

APPENDIX B
Historic Structures

CITY PLAN 2030

St. Paul's Episcopal Church - The cornerstone for the St. Paul Episcopal Church was laid in this location in 1872. This church was built by W.Z. Mayes who also built Old Main.

Rieff House / Moores Funeral Home - Built in 1857 it is very similar in design to the Walker/Stone House which also uses Federalist Style Architecture.

A.F. Wolf Building - Originally built in 1906 by A.F. Wolf the building now houses Fayetteville City Hall and Administration offices.

Ozark Theatre Building - Built in 1905 by the Knights of Pythias it became known as the Ozark Theatre.

Bank of Fayetteville - This building has been in the Lewis family since 1912 and for many years it housed the Lewis Brothers hardware store. Its exterior was used in the filming of the television series Evening Shade.

Mrs. Young Building - Possibly the oldest building on the Square, the façade of the "Mrs. Young 1887" building is typical of the late Victorian era and has undergone little alteration.

APPENDIX B
Historic Structures

CITY PLAN 2030

This section provides a general overview of the City services and facilities provided to residents of Fayetteville, the surrounding communities of Elkins, West Fork, Farmington, Greenland, Johnson, and other areas. These departments and organizations affect and are affected by planning department actions.

Fire Department

Inventory and Condition of Existing Resources

The fire department apparatus consists of engines companies, ladder/rescue companies, aircraft rescue & firefighting unit, Hazardous Materials response unit, command vehicles, fire stations, computers and communications equipment. Engines companies are the basic unit of a fire department that carry personnel, protective equipment, hose, nozzles and fire fighting appliances. A ladder/rescue unit carries personnel, protective equipment, hose, nozzles, fire fighting appliances, various lengths of ground ladders, specialized extrication equipment for rescuing victims from entrapment and an aerial ladder mounted on the chassis. Hazardous materials spills and responses are handled with the Haz-Mat unit. The Aircraft rescue & fire fighting unit is designed for rescue and to extinguish aircraft fires. The Haz-Mat unit and the Aircraft rescue and fire fighting unit are cross-staffed and available on an as need basis. The command vehicles are driven by administrative officers who supplement the command and control activities on the emergency scene.

TABLE 6.1
FIRE DEPARTMENT RESOURCES
Fayetteville (2005)

Employees	Apparatus	Reserve Apparatus
1 Fire Chief	6 Engines	3 Engines
109 Civil Service Certified Personnel	3 Ladder/Engines	1 Engine/Ladder
1 Civilian Secretary	1 Rescue Truck	
1 Civilian Programer/Analyst	1 Haz-Mat/Tactical Rescue	
1 Civilian Inspector	1 Aircraft Rescue (A.R.F.F.)	
1 Half-Time Financial Analyst	1 Brush Unit	
	10 Staff Vehicles	

Source: Fayetteville Fire Department, February 2011.

Fire Stations: Fayetteville has seven (7) fire stations. Fire Station #4 and #6 moved to new facilities in 1999 and Fire Station #7 was opened and staffed in 2005. Two stations are 47 years old and in are in need of significant improvements or replacement. They are becoming expensive to maintain. Fire station #5 was relocated in 2007 and station #3 was opened in 2008 at 1050 S Happy Hollow Rd. The airport station houses a non-staffed ARFF truck.

Station 1 (Headquarters) 303 West Center
Station 2 708 North Garland
Station 3 1050 S Happy Hollow Rd
Station 4 3385 Plainview
Station 5 2979 North Crossover
Station 6 900 Hollywood

Station 7 836 North Rupple Road
Airport (non-staffed) 385 Lancaster
Fire Marshal 833 North Crossover Road

Office Equipment: The department has 25 computers connected to the City network. In addition, there are printers provided at each work station, an office facsimile, two copiers and other assorted office equipment associated with providing emergency response service.

Communications Equipment: The department is a participant on the City's 800 megahertz city wide radio system. This involves 35 mobile and 82 portable radios with ten base stations. We have added 15 mobile data terminals for the department's fleet of emergency response vehicles.

Training Facilities: The department has class room space at the central fire station and at Airport station. The department is in need of a training facility that will allow for fire suppression training, hot drills and practical skills. The department is investigating alternative funding sources and the possibility of incorporating a drill area on the grounds of a new or replacement fire station.

Future Service: The department will actively work with the City with regard to planning and development and future considerations for annexation and the potential effect that it would have on the department's delivery of services. The department has entered automatic aid agreements with 5 outlying departments.

Police Department

Inventory and Condition of Existing Resources

Number of Employees:	
Non-uniform -	50
Uniform -	118
Total -	168
Fleet:	
Police Cars -	32
Sport Utility Vehicles -	5
Wagons/Vans -	3
Motorcycles -	2
Capital Facilities:	
Police Station -	1

Emergency Equipment:

ERT Truck- 1
K9 Vehicles- 2
Motorcycles- 3
Bicycles- 25
Pickups- 3
Patrol cars- 26
Crime Scene Unit- 1

Additional Resources:

Segway- 1
Trailers- 3, (2 - flatbed, and 1 enclosed with water tank, generator, pump)
ATV sidekick - 1
Portable Generator – 1
Portable Radios assigned to each officer

The Fayetteville Police Department is divided into four programs: Patrol, Central Dispatch, Support Services, and Drug Investigations, and serves a population of approximately 74,000 citizens throughout the city of approximately 55.4 square miles. There are 176 employees of the Fayetteville Police Department; 116 officers and 41 civilian positions. The City of Fayetteville Police Department is under the direct supervision of the Chief of Police who reports to the Mayor. City Administration is currently in the planning stages for locating a site and construction of a state of the art police facility. A space needs assessment recommended this facility be at least 62,634 sq.ft.to meet future growth needs to the year 2025.

Parks and Recreation

TABLE C.4 PARKS AND RECREATION FACILITIES	
Fayetteville (2010)	
Facility Type	Number
Playgrounds	29
Tennis Courts	8
Basketball Goals	25
Handball / Racquetball Courts	2
Softball / Baseball Fields	18
Community Centers	4
Swimming Pools	1
Soccer (Full Size Equivalent)	10
Volleyball Courts	10
Pavilions	15
Trails	37.5 miles
Greenhouses	2
Model Airplane Airstrip	1
BMX Track	1
Batting Cages	2
Horseshoe Pits (Complex)	1
Senior Activity & Wellness Center	1
Skateboard Parks	1
Lake Recreation Areas	3
Restrooms	14
Source: Fayetteville Parks and Recreation 2011	

TABLE C.5 PARK LAND TO POPULATION COMPARISON WITH NATIONAL AVERAGE Fayetteville (2006)					
	Northwest	Northeast	Southwest	Southeast	Total
Population (estimated-2001)	14,574	13,115	22,161	13,350	63,200
Existing Acres (excludes Water Acreage)	165.8	611.7	69.3	1861.1	2,707.9
NRPA Recommended Acres	146	131	222	133	632
Need ( ) /Excess +	+19.8	+480.7	(152.7)	+1,728.1	+2,075.9
Source: Fayetteville Parks and Recreation 2006					

TABLE C.6 PARK LAND Fayetteville (2010)		
	No.	Acres
Parks Developed Water Acres	37 3	2,701.50 739 Water Acres
Parks Undeveloped and Natural Areas	16	238.26
Trails	16	188.59
Plaza	1	.34
TOTAL Acreage	70	3,867.69
TOTAL Land Acreage (excludes Water)	70	3,128.69
Source: Fayetteville Parks and Recreation 2011		

TABLE C.7 PUBLIC LANDS MAINTAINED Fayetteville (2010)		
	No.	Acres
Entryway/ Street Medians	16	15.36
Plazas/Public Lands	3/1	1.75/1.75
TOTAL Acreage	20	18.86

Solid Waste Division

Solid Waste Division
Inventory and Condition of Existing Resources
Number of Employees:

Operations and Administration (Program 5000)	6.25
Commercial Collections (Program 5010)	11.7
Residential Collections (Program 5020)	10.05
Commercial Drop Box Collections (Program 5030)	2.7
Transfer Station (Program 5040)	1.0
Recycling Collection (Program 5060)	17.7
Composting (Program 5070)	7.6

Total Number of Employees **57**

Fleet:

Operations and Administration (Program 5000)	Ford Explorer	1	
Commercial Collections (Program 5010)	Front Loaders	11	
	Mad Vac leaf Sweeper	1	
	Polaris ATV		1
	Silverado ½ ton	1	
Residential Collections (Program 5020)	Side Loaders	8	
	Ford F-250 ¾ ton		1
	Bulk Truck w/boom		1
	Cargo Van		1
Commercial Drop Box Collections (Program 5030)	Roll Off trucks		3
Transfer Station (Program 5040)	Front Loader		1
	Backhoe		1
Recycling Collection (Program 5060)	Recycling Trucks		12
	Skid Steer Loader	1	
	Fork Lift	1	
	Ford F-250 ¾ ton	1	
Composting (Program 5070)	Compost bagger	1	
	Compost Turner	1	
	Wood Grinder		1
	Compost Screener		1
	Front Loader		1
	Rear Loaders		2
	Dump Truck		1
Total Number of Fleet Vehicles			**54**

Services Provided (2011):
Residential Automated Waste Collection
Residential Curbside Recycling Collection
Residential Bulky Waste Collection

Temporary 6 yd Dumpster Service
Commercial Waste Collection
Commercial Drop Box Service
Commercial Curbside Recycling Collection
Commercial Dumpster Recycling Collection
Yard Waste Collection
Composting Operations
Community Recycling Drop Off Facility
Curb the Clutter litter abatement program
Educational Programs (Tours, speaking engagements)

Number of Customers Serviced:

Residential Cart Customers		19,692
Commercial Carts		723
Business		866
Administrative Offices	83	
Industrial Accounts		18
Restaurants		186
Others		65
Multi-Metered Apartments		223
Individually Metered Apartments		7,823
Commercial Drop Box Accounts	54	
Commercial Cardboard Accounts		118

Total Number of Customers Served **30,708**

Future Service

The Solid Waste and Recycling Division will continue to look for operational efficiencies that will provide positive benefits to the Solid Waste and Recycling Enterprise Fund. The Division's primary goal is to provide efficient, convenient and cost effective services for customers. In the future, continuation and development of incentive based programs to encourage recycling and waste reduction will take priority in terms of Solid Waste and Recycling handling within the City.

Expansion of a second recycling drop off facility at the corner of Persimmon and Broyles Ave. will provide expanded opportunities for recycling. The Broyles Ave. recycling drop off is intended as our premier drop off and recycling education facility, integrating all aspects of the proximity too the Woolsey Wet Prairie into a comprehensive sustainability and recycling education site. We intend to incorporate Low Impact Development techniques into the drop off center design as much as possible.

Commercial recycling expansions to large quantity generators of materials will be a priority for expansion of recycling services. Programs will be modeled similar to the Pay As You Throw residential program to incentivize recycling to the customers.

Improvements to the composting site include a concrete pad for the compost rows and installing a water system to bring water to the compost rows thereby improving the quality and processing time needed to make certified compost. Another development is the expansion of a larger and more comprehensive commercial recycling program including apartment recycling. With one in four residents in Fayetteville living in apartments, the opportunity to recycle in large complexes exists if collecting and processing of the recyclables can be done efficiently.

The final development will be improving existing facilities and operational systems to maximize efficiencies and handle growth. Improvements to the composting site include a concrete pad for the compost rows and installing a water system to bring water to the compost rows thereby improving the quality and processing time needed to make certified compost. A new baler and possible expansion to the recycling center is needed to handle the growth in recycled tonnage collected through the program.

Wastewater Collection and Treatment

Inventory and Condition of Exisiting Resources

Number of Employees: 28

Collection System. The original wastewater collection system was built in 1889. The system is a network of gravity wastewater pipelines (sewer lines) and pressurized force mains with pumps or lift stations. The system consists of 488 miles of gravity sewer lines ranging between 6 and 36 inches; 40 lift stations; and 32 miles of pressure force mains. Sections of the collection system are overloaded in wet weather.

Wastewater Treatment Plant. The city owns and operates one treatment plant, Paul R. Noland Wastewater Treatment Plant, located on Fox Hunter Road. The treatment plant serves Fayetteville, Elkins, Farmington, Greenland and parts of Johnson. The facility was designed to accommodate 12.6 million gallons per day (mgd) on an average day basis, and treats flows to one of the most stringent standards in Arkansas. The system uses surface water disposal of wastewater effluent in the White River and parts of Mud Creek. Sludge disposal is via landfill. In 2006, the facility reached 100 percent, by flow volume, of its capacity. The plant is operating at greater than design efficiency, which is what is allowing the City to continue to add new connections and still meet its legal discharge permit requirements.

The City is constructing a second wastewater treatment facility on Broyles Avenue in western Fayetteville. This facility is scheduled to become operational in May, 2008. When this 10 mgd (average day) facility comes on line, the Noland WWTP will have, by permit, a capacity of 11.4 mgd, giving the City a total treatment plant capacity of 21.4 mgd. Each plant will discharge only to one basin: the Noland WWTP tot eh White River, and the West Side WWTP to Goose Creek, a tributary to the Illinois River. The West Side WWTP uses a biological treatment process similar to the Noland WWTP; sludge will continue to be disposed of in landfills. Once both treatment plants are in service, the Noland

plant will serves part of Fayetteville, Elkins, and Greenland. The West Side WWTP will serve part of Fayetteville, Farmington, and parts of Johnson.

Future Services

Collection System. The existing collection system is undergoing and will continue to require continual maintenance. Thirty miles of new interceptor pipes up to 48 inches in diameter are being installed in conjunction with the renovation of the Noland WWTP and construction of the new West Side WWTP. Approximately two million dollars of work is being performed annually for collection system pipe and manhole rehabilitation.

Treatment Facility. In 1997, CH2M Hill prepared a Wastewater Facilities Plan that identified the existing conditions and future needs of the treatment plant. The plan was updated in 2001. This is the plan on which the $175 million Wastewater System Improvement Project is based, which includes the $20 million renovation of the Noland WWTP, the $70 million construction of the new West Side WWTP, and the $85 million in collection system, lift station and other improvements.

Water Supply

The City has developed Water System Master Planning Study in June 1989, October 1996, and there is a draft study developed in June, 2004.

Beaver Water District

Fayetteville purchases all of it's water from the Beaver Water District. The district maintains the Joe M. Steele Water Treatment Plant and the Hardy W. Croxton Water Treatment Plant, both located east of Lowell. An expansion is underway. The Beaver Water District pump station has two large pumps, one medium pump, and one small pump that can deliver up to 30.6 million gallons of treated water to Fayetteville; there is capability to add one additional large pump when the demand warrants it.

Water Distribution System

The city is served by eleven hydraulic pressure planes that includes seven ground storage tanks, two stand pipes, four elevated tanks, and one surge tank. Total storage capacity is 29 million gallons. There are also eight major pumping stations with nineteen pumps, and two minor pump stations. All major pump stations have alternate power except one which is a backup to another pump station. The City's transmission lines can deliver a total of 46 million gallons per day from the Beaver Water District.

Future Services

The average daily use in 2006 was 14.34 million gallons. The maximum daily use we have experienced was 26.24 million gallons on 17 August, 2003. The projected average day use by 2025 is 25.11.

TABLE 6.7 WATER USE PROJECTIONS Fayetteville (2010 - 2025)		
Year	Average Day (MG)	Maximum Day (MG)
2006 (actual)	14.34	24.00
2010	17.84	35.68
2015	19.88	39.76
2025	25.11	50.22

Source: Projections are based on staff updates to the McGoodwin, Williams and Yates 2004 Water Master Plan.

MG=million gallons

TABLE 6.8 WATER STORAGE PROJECTIONS Fayetteville (1995-2015)				
Year	Operation (MG)	Fire (MG)	Emergency (MG)	Total (MG)
2006	24.0	0.6	2.9	27.5
2010	35.7	0.6	3.6	39.9
2015	39.8	0.6	4.0	44.4
2025	50.2	0.6	5.0	55.8

Source: City of Fayetteville Water System Master Planning Study, McGoodwin, Williams and Yates Inc., October 1996.
Note: MG=million gallons

Storage requirements are determined by the needs of operational (two times maximum day), fire flow (600,000 gallons), and emergency storage (20% of average day). Total storage requirements by 2025 are projected to be 55.8 million gallons.

These parameters are identified in the City of Fayetteville Water System Master Planning Study, McGoodwin, Williams and Yates Inc., June, 2004. The numbers are based on 2006 usage.

School District

Inventory and Condition of Existing Resources

Fayetteville Public School District has 14 schools consisting of 9 elementary schools (grades K-5), 2 middle schools (6th & 7th grades), 2 junior high schools (8th & 9th grades), and 1 high school (10th, 11th, and 12th grades). Total enrollment in October 2010 was 8,838, a six percent increase from 2005 enrollment figures.

Total enrollment for Fayetteville schools is expected to continue increasing, but at a slower rate than during the last several years. A population and enrollment forecast study conducted for Fayetteville Public Schools indicates that from 2015 to 2020 the district's elementary and middle school enrollment is expected to decline approximately 9.0% and 0.5% respectively. Growth at the junior highs and high school is expected to increase over this same time period, but at a slower rate than previous years, approximately 4.3% and 2.4% respectively.

Table C. 10
Fayetteville Public Schools

	Elementary	Middle	Junior	High	Total
No. of Schools	8 (1)	2	2	1	14
Enrollment (2010)	3,922	1,173	1,313	1,812	8,838
School Names	Asbell Butterfield Happy Hollow Holcomb Leverett Root Vandergriff Washington	McNair Holt	Ramay Woodland	Fayetteville	
	Owl Creek (K-7) (Enrollment: 618)				

Source: Fayetteville Public School District, Fayetteville School District Website, Fayetteville Public Schools Population and Enrollment Forecasts, 2010-2019, prepared by McKibben Demographic Research (February 2011)

Traffic Control & Maintenance Program**

Inventory and Condition of Existing Resources

Employees: 6
Fleet: 3

In 1995, the Traffic Division relocated to the Operation Center on Happy Hollow Road. Since that time the Traffic Division was included in the reorganization of the Street Divison which became the Transportation Division. It is now the Traffic Control and Maintenance Program in the Transportation Division. The Traffic Control & Maintenance office and shop are currently adequate but the computers need to be replaced. As of Fall 2005, 77 traffic signals are 99% in compliance with the Manual on Uniform Traffic Control Devices. Approximately 900-1000 traffic signs are in need of replacement annually to ensure a 10-15 year life span. The Program is also responsible for maintenance of 35 miles of street stripping.

Future Service

Projected needs for the next 25 years:

- 75-100 additional new traffic signal installations
- A centralized traffic signal computer system capable of making traffic grid coordination decisions to move traffic efficiently, safely, and reduce fossil fuel consumption
- 10,000 new sign installations
- A new traffic control operation center will be needed in 5-10 years
- A dedicated fiber-optic or wireless LAN communication system for a centralized traffic signal computer system
- 30-40 miles of street striping will be added

Demand for traffic control devices will double by 2025. The City will need another Traffic Supervisor, two additional sign crews (four people) and two more traffic signal technicians. The Traffic Control & Maintenance Shop will need to be expanded to accommodate a centralized traffic signal computer system control center and necessary equipment or be replaced with a new Operation Center.

Related equipment needs are:

- Additional bucket truck
- Two sign/maintenance trucks
- Traffic Supervisor/Technician vehicles
- Other misc. traffic sign/signal installation and maintenance equipment

*** Based on 2000 Information*

American Institute of Architects
http://www.aia.org
This AIA site includes access to job listings, continuing education, media updates, and a search engine for contacts.

American Planning Association
www.planning.org
The American Planning Association is a nonprofit public interest and research organization representing 37,000 practicing planners, officials, and citizens involved with urban and rural planning issues.

American Society of Landscape Architects
www.asla.org
The American Society of Landscape Architects is a professional organization that promotes the profession through advocacy, education and communication.

Builder Online
www.builderonline.com
Builder magazine and Builder Online are professional resources for the home building industry. Read about home building news, trends and projects around the country.

Center for Transit-Oriented Development
http://www.reconnectingamerica.org/html/TOD/index.htm
Seeks to use transit investments to spur a new wave of development that improves housing affordability and choice, revitalizes downtowns and neighborhoods, and provides value capture and recapture for individuals, communities, and transportation agencies.

Congress for the New Urbanism
www.cnu.org
CNU advocates the restructuring of public policy and development practices to support the restoration of existing urban centers and towns within coherent metropolitan regions.

Dover Kohl and Partners
www.doverkohl.com
Design is the key to livable communities. The Dover, Kohl and Partners team is focused on revitalizing traditional towns, growning neighborhoods, and fixing sprawl - by design.

Mayors' Institute on City Design
http://www.arts.endow.gov/partner/Mayors2.html
Details of this NEA-sponsored workshop, the main goal of which is to 'help mayors develop an appreciation for the importance of their role as designers of their own cities.'

National Trust for Historic Preservation
http://www.nationaltrust.org
Non-profit organization dedicated to providing leadership, education, and advocacy to save America's diverse historic places and revitalize communities.

New Urban News
www.newurbannews.com
New Urban News is a professional newsletter for planners, developers, architects, builders, public officials and others who are interested in the creation of human-scale communities.

Planetizen
www.planetizen.com
Planetizen is a public-interest information exchange provided by Urban Insight for the urban planning, design and development community.

Resource for Urban Design Information
http://www.rudi.net
RUDI is the one-stop portal to all key information sources for everyone involved in urban design. Highlights of RUDI include news, events, case studies, examples of best practices, design guides, book reviews and a bookshop.

Smart Growth Online
www.smartgrowth.org
A service of the smart growth network this website offers resources, news, and links to smart growth issues around the country.

Urban Land Institute
http://www.uli.org
The mission of the Urban Land Institute is to provide responsible leadership in the use of land in order to enhance the total environment.

DEFINITIONS OF TERMS

(Source: SmartCode and Manual, including SmartCode version 8.0 & 9.2, Article 7) New Urban Publications Inc.; www.newurbannews.com; a Planners Dictionary; University of Wisconsin-Stevens Point College of Natural Resources www.uwsp.edu/cnr; Randall Arendt www.greenerprospects.com

Brownfield: An area previously used primarily as an industrial site.

As of right development: Development that complies with the provisions of the zoning regulations and may be approved administratively.

Charrette: The word charrette can refer to any collaborative session in which a group of designers drafts a solution to a design problem. While the structure of a charrette varies depending on the design problem and the individuals in the group, charrettes often take place in multiple sessions in which the group divides into sub-groups. Each sub-group then presents its work to the full group as material for future dialogue. Such charrettes serve as a way of quickly generating a design solution while integrating the aptitudes and interests of a diverse group of people.

Conservation Subdivision: A subdivision with a significant percentage of buildable lands (generally around 40% or more) permanently protected to create interconnected networks of conservation lands. Conservation subdivisions are specifically designed around each site's most significant natural and cultural resources, with their open space networks being the first element to be "green-lined" in the design process. These conservation lands may provide open space and recreation for the neighborhood and may also serve as local building blocks in a community-wide open space network. Conservation subdivisions are generally density neutral, meaning that the overall number of dwellings built is not different from that done under the current zoning and subdivision regulations.

Context: Surroundings made up of the particular combination of elements that create specific habitat.

Corridor: A lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

Cottage Development: A cluster of detached single family homes, restricted in size and of high architectural quality, oriented around common open space.

Density (residential): The number of dwelling units within a standard measure of land area,

Enduring Green Network: A linear park, trail corridor, or open space conservation area that provides passive recreational opportunities, alternative transportation options and/or the conservation of open space or natural areas.

Form-Based Code: A form-based code is a land development regulatory tool that places primary emphasis on the physical form of the built environment with the end goal of producing a specific type of "place".

GIS (Geographic Information System): A computerized program in widespread municipal use that organizes data on maps.

Greenfield: An area that consists of open or wooded land or farmland that has not been previously developed.

Greyfield: Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Human Scale: The proportional relationship of the physical environment to human dimensions, acceptable to public perception and comprehension in terms of the size, height, bulk, and/or massing of buildings or other features of the built environment.

Impact Fee: A charge on new development to pay for the construction or expansion of off-site capital improvements that are necessitated by and benefit the new development.

Infill: Development occurring on vacant or partially developed land in established areas of the city that has infrastructure and public services in the immediate vicinity, and is surrounded by areas that are substantially developed.

Intensity (nonresidential): The number of square feet of development per acre by land use type with respect to non-residential land uses.

Mixed Use: Multiple functions within the same building or multiple buildings, most commonly comprised of residential and nonresidential uses.

Pedestrian Shed: An area, approximately circular, that is centered on a Common Destination. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. A pedestrian shed is often used as a unit of neighborhood measurement for planning analysis such as; land use, development density or intensity, accessibility to open space or parks, walkability, etc. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive.

Sprawl: Low-density land-use patterns that are automobile-dependent, energy and land consumptive, and require a very high ratio of road surface to development served. Characteristics of sprawl include: a scattered

development pattern that leaves large tracts of undeveloped land between developments; commercial strip centers along major streets, and large expanses of single-use development. (adapted from Michigan State Planning Officials, Patterns on the Land, Trend Future Project, final report, September 1995)

Streetscape: The urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Transfer of Development Rights (TDR): A method of relocating existing zoning rights from areas to be preserved as open space ("sending areas") to areas to be more densely urbanized ("receiving areas").

Traditional Neighborhood Development (TND): Developments that provide: a variety of housing types and prices; prominently sited village squares or greens; civic, community or educational buildings; and retail/offices/workplaces to provide a balanced mix of activities. These types of neighborhoods have interconnected streets, alleys and sidewalks in a grid or modified grid pattern with buildings oriented to the street and a high level of pedestrian activity.

Transit-Oriented Development (TOD): Moderate and high-density housing concentrated in mixed-use developments located along transit routes. . . . The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation. (Community Green Line Planning Project, "Putting Neighborhoods on the Right Track," Chicago)

Transect: A cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-Zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage.

Village: A Village is usually a TND Community Type standing isolated in the countryside, but with a stronger center than a hamlet due to its proximity to a transportation corridor. See: TND.

Walkable Neighborhood / Walkability. Development pattern that is identifiable for its short block lengths and complete street attributes such as sidewalks, bicycle facilities, on-street parking, and slow vehicular speeds. Pedestrian sheds that include commercial, civic, school, open space and residential uses within or adjacent to walkable neighborhoods provide the most efficient use of land and environmental resources.

City Plan 2030

Future Land Use Plan

City of Fayetteville, AR
Adopted: July 5, 2011
Resolution No. 116-11

Fayetteville
ARKANSAS

Adopted by the Fayetteville City Council on
July 5, 2011 Resolution No. 116-11

Mayor

City Clerk

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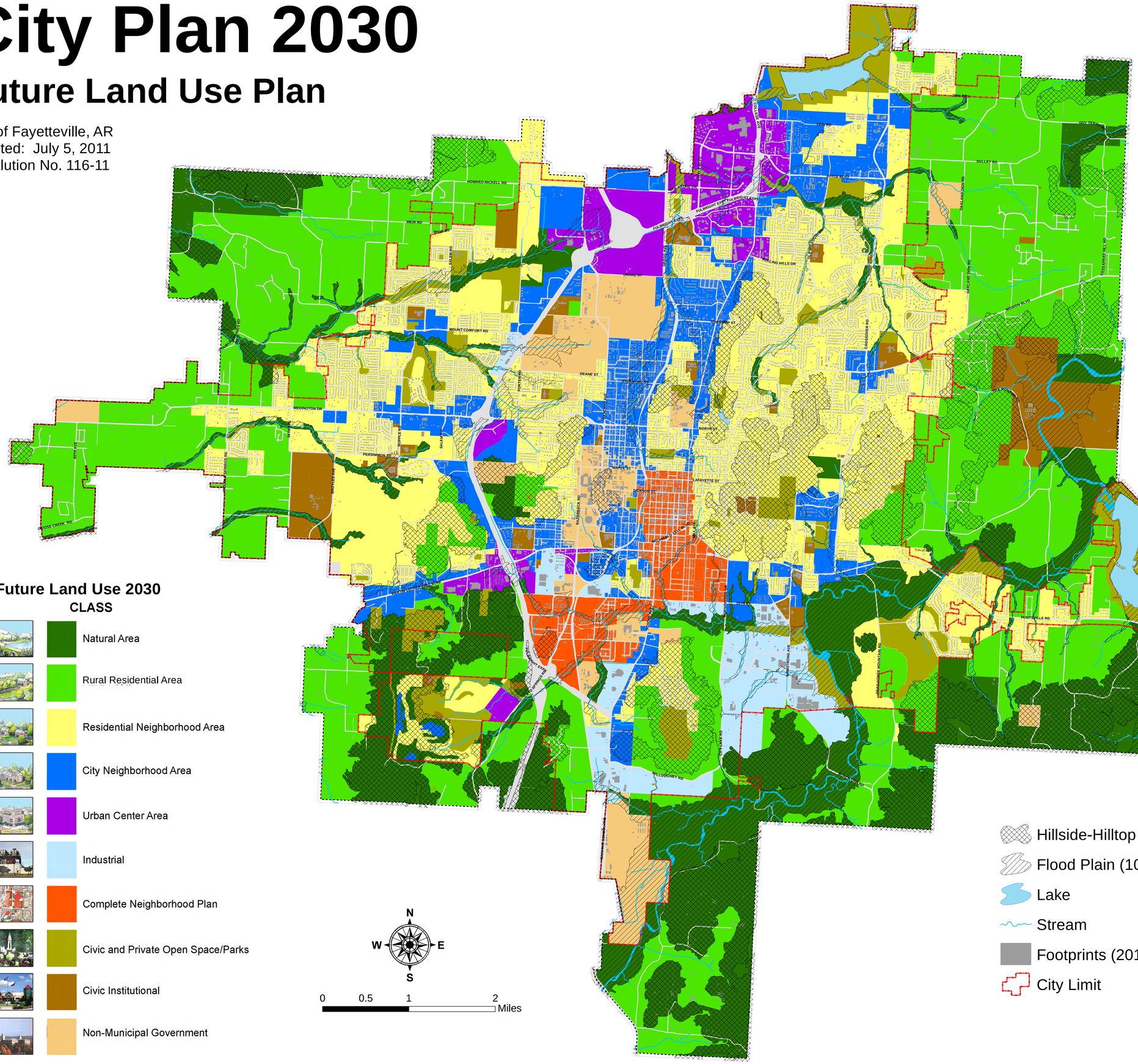

Future Land Use 2030

CLASS

- Natural Area
- Rural Residential Area
- Residential Neighborhood Area
- City Neighborhood Area
- Urban Center Area
- Industrial
- Complete Neighborhood Plan
- Civic and Private Open Space/Parks
- Civic Institutional
- Non-Municipal Government

- Hillside-Hilltop Overlay District
- Flood Plain (100 Year)
- Lake
- Stream
- Footprints (2010)
- City Limit

Map Document: (G:\GIS\Core Maps\Future Land Use 2030\Maps\Future Land Use 2030--Adopted--Resolution 116-11.mxd)
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